

**THE VILLAGE OF DEXTER
VILLAGE COUNCIL MEETING
TUESDAY December 28, 2004**

*******7:30pm*******

Dexter Senior Center, 7720 Dexter Ann Arbor Road

A. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

B. ROLL CALL: President Seta J. Carson P. Cousins S. Keough
 J. Semifero T. Walters D. Fisher

C. APPROVAL OF THE MINUTES

1. Regular Council Meeting Minutes-December 13, 2004

Page#1-5

D. PRE-ARRANGED PARTICIPATION:

Pre-arranged participation will be limited to those who notify the Village office before 5 00 p.m. Tuesday of the week preceding the meeting, stating name, intent and time requirements (10-minute limit per participant)

None

E. APPROVAL OF AGENDA:

F. PUBLIC HEARINGS & SHOW CAUSE HEARINGS

Action on each public hearing or show cause hearing will be taken immediately following the close of the hearing.

G. NON-ARRANGED PARTICIPATION:

Non-arranged participation will include those in the audience not listed on the agenda that wish to speak. At the Village President's discretion, members of the audience may be called on to speak at any time. Those addressing the Council will state their name, and address. This section is limited to 5-minutes per participant or 10-minutes for group representatives

H. COMMUNICATIONS :

1. WCRC Right of Way Master Plan Letter 12-14-04

2. Waste Management – Holiday Schedule

Page#7-10

"This meeting is open to all members of the public under Michigan Open Meetings Act "

www.villageofdexter.org

I. REPORTS:

1. Community Development Department- Allison Menard
 - a) Third Quarter Update Page#11-15
 - b) WC Border to Border Project Update Page#17-45
2. Board and Commission Reports
3. Subcommittee Reports
 - 1.
4. Village Manager Report Page#47-54

**VILLAGE OFFICES WILL BE CLOSED ON FRIDAY,
DECEMBER 31st AND MONDAY JANUARY 3RD IN
OBSERVANCE OF THE NEW YEAR HOLIDAY**

5. President's Report
 - Main Street/Baker Road Corridor Report Page#55-81
 - DAFD Negotiation Update

J. CONSENT AGENDA

Bills & Payroll will be a standing item under consent agenda. Discussion of the Budget and Financial matters will be covered under the Presidents Report as a standing item. Items under consent agenda are considered routine and will be acted upon in one motion. There will be no separate discussion of these items unless a Council Member so requests, and the item will be removed from Consent and added to the regular agenda at the end of New Business.

1. Consideration of: Bills & Payroll in the amount of:\$218,691.80 Page#83-90

K. OLD BUSINESS- Consideration and Discussion of:

1. Consideration of: Proposed Purchasing Policy Page#91-98

"This meeting is open to all members of the public under Michigan Open Meetings Act"

www.villageofdexter.org

L. NEW BUSINESS- Consideration and Discussion of:

1. Consideration of: RESOLUTION FOR THE PURPOSE OF ESTABLISHING AN
OUTDOOR SEATING PERMIT FEE **Page#99**
2. Consideration of: AN ORDINANCE TO AMEND CHAPTER 2-
ADMINISTRATON, ARTICLE III – OFFICERS AND
EMPLOYEES OF THE VILLAGE OF DEXTER GENERAL
CODE OF ORDINANCES **Page#101**
3. Discussion of: Sidewalk Ordinance. **Page#103-104**
4. Consideration of: RESOLUTION FOR THE PURPOSE OF ESTABLISHING THE
VOLUNTARY PUBLIC PARKING FUND CONTRIBUTION
Page#105-108

M. COUNCIL COMMENTS

N. NON-ARRANGED PARTICIPATION

*Same as item F Those addressing the Council will state their name, and address. This section is limited to 5-
minutes per participant or 10-minutes for group representatives*

CLOSED SESSION-LABOR NEGOTIATIONS

O. ADJOURNMENT:

"This meeting is open to all members of the public under Michigan Open Meetings Act "

www.villageofdexter.org

DEXTER VILLAGE COUNCIL
REGULAR MEETING
MONDAY, DECEMBER 13, 2004

12-28-04
C-1

A. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:30 by President Pro Tem Semifero in the Dexter Area Senior Center, located at 7720 Dexter-Ann Arbor Street in Dexter, Michigan.

B. ROLL CALL: President Seta absent J. Carson P Cousins
J. Semifero pro tem T. Walters S. Keough D. Fisher

C. APPROVAL OF THE MINUTES

Minutes of the Regular Council meeting of November 22 as amended

Motion Fisher, support Carson to approve the minutes as amended.

Ayes: Cousins, Fisher, Keough, Walters, Carson, Semifero.

Nays: none.

Motion carries.

D. PRE-ARRANGED PARTICIPATION

None

E. APPROVAL OF THE AGENDA

Motion Walters, support Fisher to approve the agenda as presented

Ayes: Keough, Walters, Carson, Fisher, Cousins, Semifero.

Nays: none

Motion carries

F. PUBLIC HEARINGS & SHOW CAUSE HEARINGS.

None

G. NON-ARRANGED PARTICIPATION

None

H. COMMUNICATIONS

1. Planning Advisory Boards- email 11/24/04.
2. Washtenaw County- 11/15/04.

I. REPORTS

1. Washtenaw County Sheriff's Department- Sergeant Filipiak
Reports for August, September, October.
2. Board and Commission Reports
Library Board Representative- Pat Cousins- no show

Community Development Report- Allison Bishop
CIP included separately.
3. Subcommittee Reports
4 Village Manager's Report

VILLAGE OFFICES WILL BE CLOSED ON FRIDAY, DECEMBER 24TH AND
MONDAY, DECEMBER 27TH IN OBSERVANCE OF THE CHRISTMAS
HOLIDAY.

LEAF COLLECTION IS OVER FOR THE SEASON. RESIDENTS MAY STILL
BAG LEAVES AND PLACE AT CURB FOR FRIDAY COLLECTION UNTIL IT
SNOWS.

THE NEXT COUNCIL MEETING WILL BE HELD ON TUESDAY,
DECEMBER 28TH.

J. CONSENT AGENDA

1. Consideration of: Bills & Payroll in the amount of: \$153,538.77

Motion Cousins, support Carson to accept the consent agenda as amended.

Ayes: Walters, Fisher, Carson, Cousins, Keough, Semifero.

Nays: none

Motion carries

K. OLD BUSINESS - Consideration and discussion of:

Blackhawk Development and issuance of three Certificates of Occupancy.

Motion Keough, support Fisher to commit the Village of Dexter to authorize final
zoning approval for the express and sole purpose of Blackhawk's obtaining three
occupancy permits from the Washtenaw county building inspector subject to the
specific agreement and punchlist prepared by Dykema Gossett PLLC, Bradley L.
Smith dated _____ and attached hereto.

Ayes: Walters, Carson, Cousins, Keough, Fisher, Semifero.

Nays: None

Motion carries

L. NEW BUSINESS

1. Consideration of: Recommendation to appoint John Coy to the Parks Commission for the term ending April 2007.

Motion Carson, support Keough to approve the recommendation to appoint John Coy to the Parks Commission for the term ending April 2007

Ayes: Carson, Cousins, Fisher, Keough, Walters, Semifero.

Nays: None.

Motion carries.

2. Consideration of: Recommendation from Planning Commission to amend Section 8 11.b.27, Outdoor Seating Requirements.

Motion Keough, support Walters, to add to the amendment of 8.11.b.27, H 7. Applicant can ask for the ability to leave seating outdoors overnight.

Ayes: Keough, Walters, Carson, Fisher, Cousins, Semifero.

Nays: None.

Motion carries.

Motion Carson, support Fisher to amend Section 8.11.b.27, Outdoor Seating Requirements as per Ms. Menard's Memorandum to Planning commission dated September 2, 2004.

Ayes: Cousins, Fisher, Keough, Walters, Carson, Semifero.

Nays: none

Motion carries

3. Consideration of: Recommendation from Planning commission to amend Article 15, Village Commercial District.

Motion Carson, support Cousins to approve the amendments to Article 15, Village Commercial District, of the Village of Dexter Zoning Ordinance recommended by the Planning Commission. Per section 23.06, the following criteria has been used in making that determination:

1. The amendment would promote implementation of the goals and objectives of the Village's Master Plan and the recommendations of the DDA Parking Study, the DDA Action Plan subcommittee and the Planning commission.

Ayes: Walters, Fisher, Carson, Cousins, Keough, Semifero.

Nays: none

Motion carries.

4. Consideration of: Recommendation from Planning Commission to amend Article 15A, Central Business District.

Motion Cousins, support Walters to approve the amendments to Article 15A, Central Business District, of the Village of Dexter Zoning Ordinance recommended by the Planning Commission. Per Section 23.06, the following criteria has been used in making that determination:

1. The amendment would promote implementation of the goals and objectives of the Village's Master Plan and the recommendations of the DDA Parking Study, the DDA Action Plan subcommittee and the Planning Commission.

Ayes: Walters, Carson, Cousins, Keough, Fisher, Semifero. Nays: none
Motion carries.

5. Consideration of: Recommendation from Planning Commission to amend Article 5, Parking and Loading.

Motion Fisher, support Keough to approve the amendments to Article 5, Parking and Loading, of the Village of Dexter Zoning Ordinance recommended by the Planning commission. Per Section 23.06, the following criteria has been used in making that determination:

1. The amendment would promote implementation of the goals and objectives of the Village's Master Plan and the recommendations of the DDA Parking Study, the DDA Action Plan subcommittee and the Planning Commission.

Ayes: Carson, Cousins, Fisher, Keough, Walters, Semifero.
Nays: none
Motion carries.

M. COUNCIL COMMENTS

Fisher none

Keough none

Carson Feasability study meeting, bridge situation at Scio Township Hall Wednesday, dec 15th.

Cousins none

Walters Per Sgt. Filipiak two kids collected approx \$80 to replace monies stolen from Dexter Lion's Tree Sale.

Semifero none

N. NON-ARRANGED PARTICIPATION

Ray Tell of 3539 Hudson

1. Comments regarding Blackhawk and water over Dan Hoey Rd.
2. Applauds approval of resolutions 3,4 and 5 under NEW BUSINESS.
3. A new dpw building is mandatory.
4. A Village Hall can be considered later.
5. Kim Clugston has suggested that she would be interested in serving on Planning Commission

Motion Fisher, support Cousins to adjourn at 8:51.

Motion carries unanimously.

Respectfully submitted,

David F. Boyle, Village Clerk

Approved: _____

COMMISSIONERS
NORMAN E. KENNEDY
CHAIR
PAMELA G. BYRNES
VICE CHAIR
FRED J. VEIGEL
MEMBER

WASHTENAW COUNTY
BOARD OF COUNTY ROAD COMMISSIONERS
555 NORTH ZEEB ROAD
ANN ARBOR, MICHIGAN 48103

STEVEN M. PUURI, P.E.
MANAGING DIRECTOR
ROY D. TOWNSEND, P.E.
DIRECTOR OF ENGINEERING/
COUNTY HIGHWAY ENGINEER
KENNETH D. NIXON
DIRECTOR OF OPERATIONS
TELEPHONE (734) 761-1500
FAX: (734) 761-3239

December 14, 2004

Donna Eureste
Village of Dexter Manager
8140 Main Street
Dexter, MI 48130

Re: Washtenaw County Road Commission Right of Way Master Plan

Dear Ms. Eureste,

The Washtenaw County Road Commission (WCRC) has been meeting with townships on a regional basis to discuss the Washtenaw County Right of Way Master Plan (Plan). Due to changing growth patterns and economic development in the area, we believe there is a mutual benefit in having the WCRC and members of the Dexter Area Regional Team consider the Plan as a necessary and critical component of the overall planning process.

The Plan is designed to minimize the hardship and inconvenience to property owners, retain and improve safety as the transportation network is expanded. Moreover, the Plan is intended to help preserve the natural and cultural characteristics valued by local communities, and to ensure compatibility with county and regional land use plans. With this in mind, WCRC is initiating an effort to pursue the development, approval and adoption of the Plan. I have also attached a map of the existing right of way requirements for your community that we intend to review and update as part of this process.

I would truly appreciate your participation, or a designated person from your community, in this process. A meeting date for each local unit of government has not yet been established. In the interest of time, we are seeking to coordinate this process through the regional planning groups. If this process is unachievable in the necessary timeframe, we will plan to meet with each community individually.

I hope you find this information useful. If you have further questions or concerns, feel free to contact me at (734) 827-9527.

Sincerely,



Kenneth Reiter
Transportation Planner

Attachment (1)



Existing
Right of Way Requirem
for
Washtenaw County
Dexter Area Regional T

Legend

- City, Village & Township Boundar**
- City or Village Boundary
 - Township Boundary
 - Federal Aid Urban Boundary**
 - Federal Aid Urban Boundary

**Current Right of Way Requirem
Established 1973**

	Major Thoroughfare	120'	Right
	Major Thoroughfare	150'	Right
	Major Thoroughfare	100'	Right
	Major Thoroughfare	85'	Right
	Secondary Thoroughfare	120'	Right
	Secondary Thoroughfare	85'	Right
	Super Highway	204'	Right
	Freeway	350'+	Right

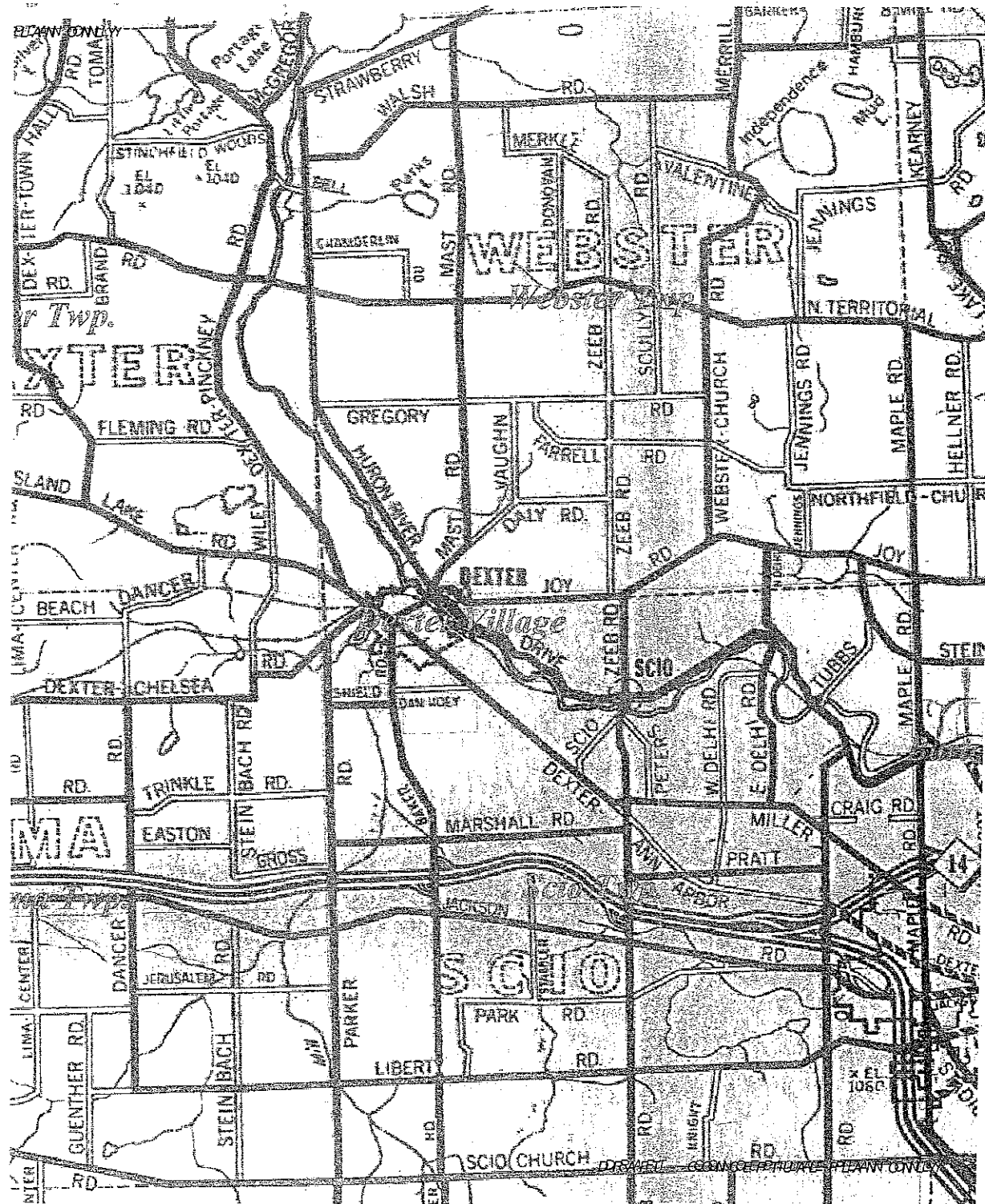
*These widths have been established through sp
action of the Inter-County Highway Commisior
Southeastern Michigan.



1 inch equals 1.19 miles

Source: Framework v.4b
2009091501Proj.asd/09091501Map_1012_000

Note: This document was prepared
for planning and project programming
purposes only





November 19, 2004

WASTE MANAGEMENT
DETROIT MARKET AREA
48797 Alpha Drive – Suite 100
Wixom, MI 48393
(248) 596-3500
(248) 596-3595 Fax

Dear Municipal Official;

RE: HOLIDAY SCHEDULE

This is to advise you of the holiday schedule for the remainder of the calendar year 2004, calendar year 2005 and New Year's Day 2006.

It is Waste Management's intention to minimize the potential for service issues during each of the holidays. You can assist us by informing residents through your newsletters, public access channels and any other means of disseminating public information. **Please note that the WM Customer Service Center will close at 2:00 PM on Christmas Eve, Friday - December 24, 2004 and New Year's Eve, December 31, 2004.**

CALENDAR YEAR 2004

Thanksgiving Day – Thursday, November 25, 2004

Monday – Wednesday collection on schedule. Collection one day behind - Thursday and Friday.

Christmas Day - Saturday, December 25, 2004

Monday – Friday collection on schedule. No delay in service.

CALENDAR YEAR 2005

New Year's Day – Saturday, January 1, 2005

Monday – Friday collection on schedule. No delay in service.

Memorial Day – Monday, May 30, 2005

Monday - No collection scheduled. Collection one day behind Tuesday – Saturday

Independence Day – Monday, July 4, 2005

Monday - No collection scheduled. Collection one day behind Tuesday – Saturday

Labor Day – Monday, September 5, 2005

Monday - No collection scheduled. Collection one day behind Tuesday – Saturday

Thanksgiving Day – Thursday, November 24, 2005

Monday – Wednesday collection on schedule Thursday - No collection scheduled. Collection one day behind - Friday and Saturday

Christmas Day – Sunday, December 25, 2005

Monday No collection scheduled. Collection one day behind Tuesday – Saturday

CALENDAR YEAR 2006

New Year's Day – Sunday, January 1, 2006

Monday No collection scheduled. Collection one day behind Tuesday – Saturday



WASTE MANAGEMENT
DETROIT MARKET AREA
48797 Alpha Drive – Suite 100
Wixom, MI 48393
(248) 596-3500
(248) 596-3595 Fax

November 16, 2004

Donna Eureste, Village Manager
Village of Dexter
8140 Main St.
Dexter, MI 48130

RE: REMOVAL OF PROHIBITED WASTE

As expected, the Federal District Court in Detroit confirmed the implementation of a series of new state laws that added to the list of materials banned from Michigan landfills. Effective, November 1, 2004 Michigan landfills and hauling companies can not knowingly transport or dispose of whole tires, yard waste nor beverage containers as defined in Public Acts 34 and 35 of Public Acts of 2004. On November 1, as required by the new laws at our Michigan landfills, WM began collecting and receiving manifests from Michigan DEQ approved jurisdictions that transport out-of-state and out-of-country wastes into Michigan.


Public Act 34 expands the list of items prohibited from disposal in Michigan Landfills, PA 35 defines beverage containers and PA 41 designates the level of fines for non-compliance of the prohibited waste ban. We are asking for your assistance in disseminating information on prohibited items to residents, thereby minimizing the opportunity for any items being left behind at the curbside.

Because we can no longer collect beverage containers, whole tires, small amounts of yard waste after the yard waste collection programs end, WM requests that each governmental unit utilize the current avenues (newsletters, cable, local media representative attending City Council meetings, etc.) to reach residents of your community and advise them of the new restrictions. WM would like the following information to reach residents.

- **Tire Disposal:** pay the tire disposal fee at the time of purchase, take any tire(s) that you have to the tire retailer and pay the disposal fee, cut the tire in half and place at the curbside, collect these items during Household Hazardous Waste Day events;
- **Beverage Containers:** return all MI .10 cent deposit containers to the local store for refund or place in your recycle bin with other recyclable material;
- **Yard Waste:** do not place any yard waste at the curbside after the local yard collection program ends, mulch grass clippings. WM representatives are available to meet and identify ways to educate residents on these issues.

At Waste Management we believe by working together we can effectively implement the new state laws as defined and serve in the best interests of all involved. If you have any additional questions please telephone me at 313/299-4335. Thanks for your cooperation in these very important matters.

Sincerely


Carey Weihmiller
Representative, Municipal and Community Relations

VILLAGE OF DEXTER – Community Development Office

8140 Main Street, Dexter, Michigan 48130-1092 Phone (734)426-8303 ext. 15 Fax (734)426-5614

12-28-04

MEMORANDUM

I - 1 a.

TO: Village Council / Planning Commission
FROM: Allison Menard
SUBJECT: Zoning Office 2004 3rd Quarter Update
DATE: December 15, 2004

Attached you will find the 2004 3rd quarter Zoning and Ordinance Activity. You will also find an update on current Village projects and a summary of ongoing projects.

Parks Commission

Dexter Community Park (formerly Wellfield Park)

The 1/8-mile asphalt path was installed this quarter. Installation of the benches, trash cans and doggie dispensers took place this quarter. Installation of the remainder of the path will hopefully occur next year. The 1/8-mile path cost was approximately \$12,000. In summer 2005 the path should be sealed to extend its life.

Planning Commission

Master Plan

The Master Plan has been reviewed by the Planning Advisory Board and County Planning. The Village Council has passed a resolution asserting its right to approve the Master Plan. The plan will be before Council in December or January for the Council for a final review prior to the Planning Commission setting the plan for public hearing potentially in February.

Baker Road Corridor Planning

The final plan will be presented to the Planning Commission for action in January or February 2005. The Planning Commission and the Village Council will be asked to decide if they want to adopt the plan as a planning tool for development that may occur in the corridor.

Capital Improvements Plan

The Planning Commission adopted the 2005-2010 CIP on December 6, 2004.

Zoning Board of Appeals

There was one (1) meeting this quarter. Thomas Kuthy's, 3647 and 3667 Inverness Street, request for a lot size variance in the R-3 District.

Other Projects

DDA Action Plan – All of the ordinance amendments recommended by the DDA Parking Study and the DDA action plan subcommittee, including, Article 4, Nonconformities, Article 5, Parking and Loading, Article 15, Village Commercial District, Article 15A Central Business District, and Article 20, Schedule of Regulations have all been amended, as well as the zoning map have also

been adopted. The ordinance amendments to Section 5, 15, 15A were recommended to the Village Council at the December 6, 2004 meeting. Amendments to Article 20 and the Zoning Map were recommended at the November 1, 2004 Planning Commission meeting.

Monument Park Building

AR Brouwer is currently undergoing site plan review for approval of the combined site plan for the Monument Park Building. The Planning Commission has set a public hearing for a special use permit on January 4, 2005 to allow the public the opportunity to speak regarding the construction of a building over 20,000 sq. ft. The applicant is also in the process of applying for a variance from Section 5 to permit the installation of one loading and unloading space instead of the required two spaces. The variance request will be heard by the ZBA on January 17, 2005.

Boulder Park Phase 2

The applicant has indicated resubmittal to the Village Council in January 2005.

Ash Tree Grant / Tree Program

The tree inventory will recommence in the spring. Huron Farms and Dexter Crossing must still be completed. The first village-wide tree planting was done this fall. Residents participated in the replacement of 104 dead, dying or diseased trees. It is anticipated that a similar program will continue to be offered in the spring. The Village has received a \$10,000 Community Forestry grant from the State of Michigan to help offset the costs of the tree inventory and an Ash Tree Replacement Grant to help offset the costs of this fall's tree replacement. The Community Development Office continues to work with the Parks Commission on development of the tree program and ordinance. It is anticipated that the ordinance establishing a tree board will be before the Village Council in February or March.

Wellhead Protection Grant

The 2005 WHP grant was submitted and granted to the village again. Next year's WHP Program may be coordinated with the Phase 2 stormwater program required by the Federal government.

Engineering Standards

Continue to be under review with staff and village's engineers.

Board and Commission Education

Plans are being made to have the annual training session for commissions and councilpersons. The training session is being set for March 2005.

Chamber Liaison

The Community Development Manager continues to attend the Dexter Area Chamber of Commerce meetings. Please let me know if there is ever any information that you would like me to take to the chamber. The chamber has also voted to fund the entire restoration of the small gazebo in Monument Park that the Council recently moved to allow Kyle Schebor of Troop 477 do as an Eagle Scout project. The total cost of the project is anticipated to be over \$2000. The Parks Commission is still working on deciding what location would be the most appropriate for the restored gazebo.

Please feel free to contact me if you have any questions.

Thank you.

Village of Dexter
3rd Quarter Project Update 2004
September 1 – November 30, 2004

Huron Farms/Eaton Court Condominiums – Norfolk Development Corporation

	SF	Condos
Preliminary Zoning Compliance	8	4
Final Zoning Compliance	10	3
Units Remaining (not sold)	21	9

- Eaton Court Condominium PUD is under construction. Three units have been closed and four buildings are under construction. On December 6, 2004 the Planning Commission approved Norfolk's request for a minor amendment to permit the middle units in the triplex buildings to be moved forward 20" due to an improved design. The detention basin is completed and will be inspected in the spring.
- Huron Farms Phases 9 and 10 continues to make progress. It is anticipated that the development will be complete by the end of the next construction season.

Dexter Crossing – Blackhawk Development / Signature Home Traditions

Victoria Condominiums

Preliminary Zoning Compliance	0
Final Zoning Compliance	0
Units Remaining (not sold)	111

- The condominiums are under way. Four buildings are under construction. A maximum of five buildings may be under construction at any one time.
- Homestead exemption forms will be required for each Final Zoning Compliance request.
- The Dedication process is still underway. Punch list items are being completed. The Village Council took action on the punch list and dedication in December 04.
- Plat 1 detention basin is being reconstructed per the approved plans and the Drain Commissioners request prior to acceptance.
- Dexter Crossing Strip Mall: occupancy remains at fifteen (15) or 64% based on units, and at 61% occupied based on square footage. No new information has been provided by Blackhawk Development regarding potential new tenants.

Dexter Crossing (Phases 6-8) - Peter's Building Company

Preliminary Zoning Compliance	6
Final Zoning Compliance	6
Units Remaining (not sold)	97

- Construction of the roads and infrastructure is complete.
- The pedestrian pathway has been installed.

Westridge of Dexter – John Richards Homes

Preliminary Zoning Compliance	0
Final Zoning Compliance	1
Units Remaining (not sold)	77

- The CDO is still waiting on an update about the playground equipment and the gazebo.
- Construction within the project is continuing.

Plans Approved

- None

Plan Reviews

- Boulder Park Phase 2
- Monument Park Building

Land Divisions / Combinations

- Thomas and Nancy Kuthy, 3647 and 3667 Inverness Street

Ordinances Amended

- Article 20, Schedule of Regulations
- Article 2, Definitions
- Article 4, Nonconformities
- Zoning Map

Ordinances Under Review

- Engineering Standards
- Articles 5, Parking and Loading, Article 15, Village Commercial and Article 15A, Central Business District.

**Village of Dexter
2nd Quarter Report
2004**

Activity September 1 - November 30, 2004	1st Qtr. March-May	2nd Qtr. June-August	3rd Qtr. Sept.-Nov.	4th Qtr. Dec.-Feb.	2004 YTD Total	2003 YTD Total
Land Division / Combination	0	1	1		2	2
Ordinance Amendments	0	2	3		5	6
Rezoning	0	0	0		0	0
Special Use Permits	1	0	0		1	3
Preliminary Site Plan Approval	0	0	0		0	1
Final Site Plan Approvals	0	0	0		0	2
Combined Site Plan Approvals	0	0	0		0	1
PUD Area Plan	0	0	0		0	2
Prelim. Zoning Compli. Permits	72	55	26		153	161
(New Construction)	33	19	15		67	75
(Condominiums)	3	0	4		7	2
(Commercial/Office)	1	1	1		3	
(Additions)	1	1	2		4	3
(Fences)	1	4	0		5	11
(Accessory structure)	3	1	1		5	3
(Decks)	30	29	3		62	65
Final Zoning Compli. Permits	24	35	77		136	122
(New Construction)	22	32	17		71	78
(Additions/Remodels)	1	2	3		6	1
(Fences/decks)	0	1	54		55	43
(Accessory structure)	1	0	0		1	0
(Condominiums)	0	0	3		3	0
(Temporary)	1	4	2		7	0
(Interior Remodel)	6	4	1		11	2
(Sign Permits)	5	1	3		9	14
(Temporary Signs)	0	3	3		6	
(ZBA Cases) Non-Residential	2	2	0		4	3
(ZBA Cases) Residential	0	1	1		2	2
Variances Granted	1	3	1		5	5
Demolition Permits	1	0	1		2	4
Right-of-way permits	1	1	1		3	
Home Occupation Permits	1	1	0		2	1
Freedom of Information Requests	0	6	0		6	4
Hawkers & Peddlers Permits	2	1	2		5	4
Requests for service/Correspondence	12	12	7		31	-
Enforcement					0	0
Initial Notice	11	28	5		44	113
Second Notice	0	5	3		8	20

* General Code Amendment - None

* Zoning Ordinance Amendment: Article 2, Definitions, Article 4, Nonconformities, Article 20, Schedule of Regulations, Zoning Map

* Zoning Ordinance Amendments Pending: Article 15, Article 15A, Article 5

* Site Plans Reviewed - Boulder Park Phase 2 - MAVD and Monument Park Building - AR Brouwer

* Sign Permits 1) Mambo Artworks 2) Life is Good 3) Conspiracy Cycle Works

* Special Use Permits: None

* Enforcement 1) Multiple political signs 2) 1 ROW violation 3) 3 Nuisance Violation 4) Several Request for Service Follow ups

* ZBA - 3647 and 3667 Inverness Street

* Complaints- See Violations

YTD Revenue -
Through November 30, 2004

Zoning Compliance Permits: \$8,680.00
Site Plan Review Fees: \$5,859.63

VILLAGE OF DEXTER – Community Development Office

8140 Main Street, Dexter, Michigan 48130-1092 Phone (734) 426-8303 ext. 15 Fax (734) 426-5614

12-28-04

Memorandum

111 I-1 b.

To: Village Council
From: Allison Bishop
Re: Report
Date: December 28, 2004

Zoning Updates – Please add the recently approved Zoning Ordinance amendments to your Ordinance books. An updated title page has also been included.

Washtenaw County Parks Segment D Trail – Included is information on the Washtenaw County Border to Border project and the PowerPoint presentation shown at the meeting held on December 16, 2004 regarding Segment D (from the Central Street bridge to approximately Dexter Huron Park) near the Village of Dexter. It is anticipated that the trail construction could start as early as 2006.

Please contact me prior to the meeting with questions.

Thank you,


[Find Us](#) | [Directory](#) | [Contact Us](#)
 [Search](#)

[Online Services](#)
[Living](#)
[Working](#)
[Visiting](#)
[Government](#)
[About the County](#)

Parks & Recreation Home

[Parks and Facilities](#)

[Hours, Rates and Schedules](#)

[MLM Recreation Center](#)

[Pierce Lake Golf Course](#)

[Natural Areas Preservation](#)

[Programs and Classes](#)

[Forms and Publications](#)

[Activities](#)

[Related Projects](#)

[Government](#) > [Departments](#) > [Parks and Recreation](#)

Border to Border Trail Update

Segment J and L1 Near Completion

Trails, trails, and more trails—that's what County residents have told the WCPARC they want most of all! As a result, the 35-mile **Border to Border Trail** is WCPARC's major development initiative—a multi-agency effort to create a non-motorized, multiuse trail through the Huron River corridor. In 1999, the Urban Area Transportation Study (UATS) suggested linking the 400 acres of public land in the river corridor from "border to border". Later that same year, the Parks Commission assembled the Greenways Advisory Committee (GAC) to assist the County in the development of greenway policies and plans. Almost immediately, GAC recommended that the Huron River corridor be given the highest priority for greenway implementation due to its potential to provide public benefits such as education/interpretation, resource conservation, non-motorized transportation, and recreation. For planning and implementation purposes, the Border to Border trail was split into 13 major segments—labeled A to M—connecting Livingston County in the north to Wayne County in the southeast.

Segment J - WCC/SJMH Trail

In 2000, the segment between Ann Arbor and Ypsilanti—known as Segment J—became the highest priority due to its proximity to potential users. Over the next two years, WCPARC obtained significant funding for trail construction from the Community Foundation for Southeastern Michigan, and the Federal Transportation Enhancement Program administered by the Michigan Department of Transportation (MDOT). The 2.0 mile main trail runs past the Washtenaw Community College (WCC) and around Saint Joseph Mercy Hospital (SJMH). Two side trails, each with custom designed observation decks, provide incredible views of the Huron River below. Construction began in the spring of 2004 and was completed this fall.

Segment L

This segment begins at Michigan Avenue in the City of Ypsilanti and extends southward to the Ypsilanti Township border, where it connects with the Township's Grove Road bike trail on Ford Lake. The northern portion of Segment L includes the city's **River's**

Edge Park where WCPARC has agreed to provide \$150K to build 1.0 mile of non-motorized trail along the Huron River; to be constructed in 2005. This will connect existing trails in Riverside and Frog Island parks with Gilbert and Waterworks parks to the south. The southernmost portion, known as **Segment L1**, is a small (about 1000 feet) but important connector linking existing trails in North Bay Park with the trailhead of the Grove Road bike trail, which in turn connects to Loon Feather Park further down the shore of Ford Lake. While steep slopes along the river presented considerable challenges in building Segment L1, the 30 foot drop down to the river created the opportunity for an attractive overlook area. This small sub-segment opened to the public in the fall; completion will occur spring 2005.

Segment D

Still in the conceptual phase, this segment will include two sub-segments known as the **River Terrace** and **Park Connector** trails. The River Terrace trail begins in the Village of Dexter and proceeds 1.4 miles along the south shore of the Huron River to the northern boundary of Dexter Huron Metropark. At that point, a proposed bridge will connect to existing park trails on the opposite side of the river. The Park Connector trail then continues 2.9 miles downriver linking the Dexter Huron and Delhi Metroparks.

Hudson Mills Segment C

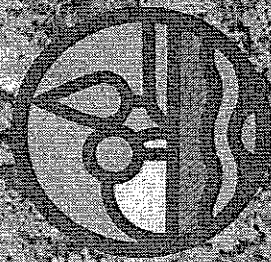
This important trail segment is entirely within HCMA's Hudson Mills Metropark - a total of 4.7 miles through high quality landscape. For funding and implementation the project has been divided into two parts—**Phase 1**, the northern 2.1 miles; and **Phase 2**, the southern 2.6 miles (see map on page 3). HCMA and WCPARC are co-sponsors of this project which has received funding from the Community Foundation for Southeastern Michigan and the Michigan Department of Natural Resources. Phase 1 begins at the Huron River crossing of the North Territorial Road bridge and runs downstream along the west side of the river for 2.0 miles. At this point in the trail, a bridge over the Huron River is proposed to connect Phase 1 to the existing hike/bike trail in the park. Phase 2 will continue an additional 2.6 miles to the Village of Dexter. Currently, the construction of Phase 1 is scheduled for summer 2005; funding is not yet available for Phase 2. The bridge is intended to create a new loop trail. Once Phase 1 is implemented, Phase 2 could be eligible for federal and state funds dedicated to transportation projects as it would then be considered a "transportation link."

With the recent renewal of the County Parks and Recreation millage, County residents can expect to see more trails throughout the Huron River corridor and the County each year until the grand vision of a continuous, multiuse trail from "border to border" is accomplished.

Richard Kent, Park Planner

Lynn Berni, Park Planning Intern

Segment D and the Border to Border Trail



Washtenaw County
Parks and Recreation Commission

Tonight's Agenda

7:00 Welcome and Introductions

7:10 Findings

Project Context/History

Segment D

- Inventory/analysis
- Trail alignment
- DEQ permitting

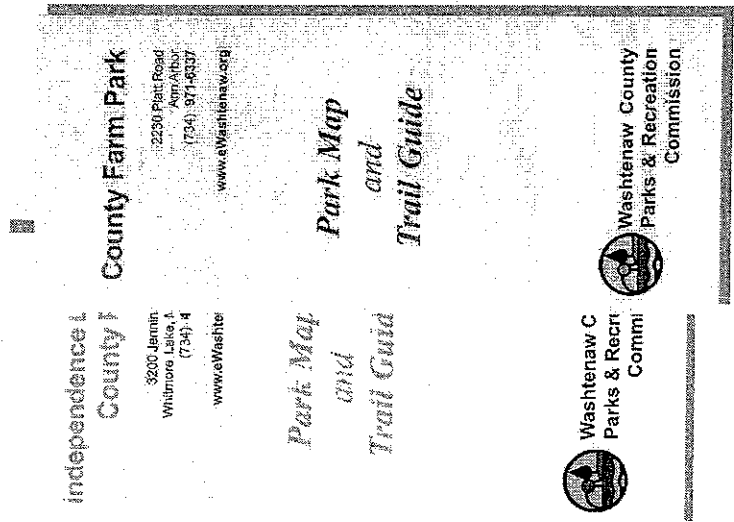
Segments E & F

Next Steps

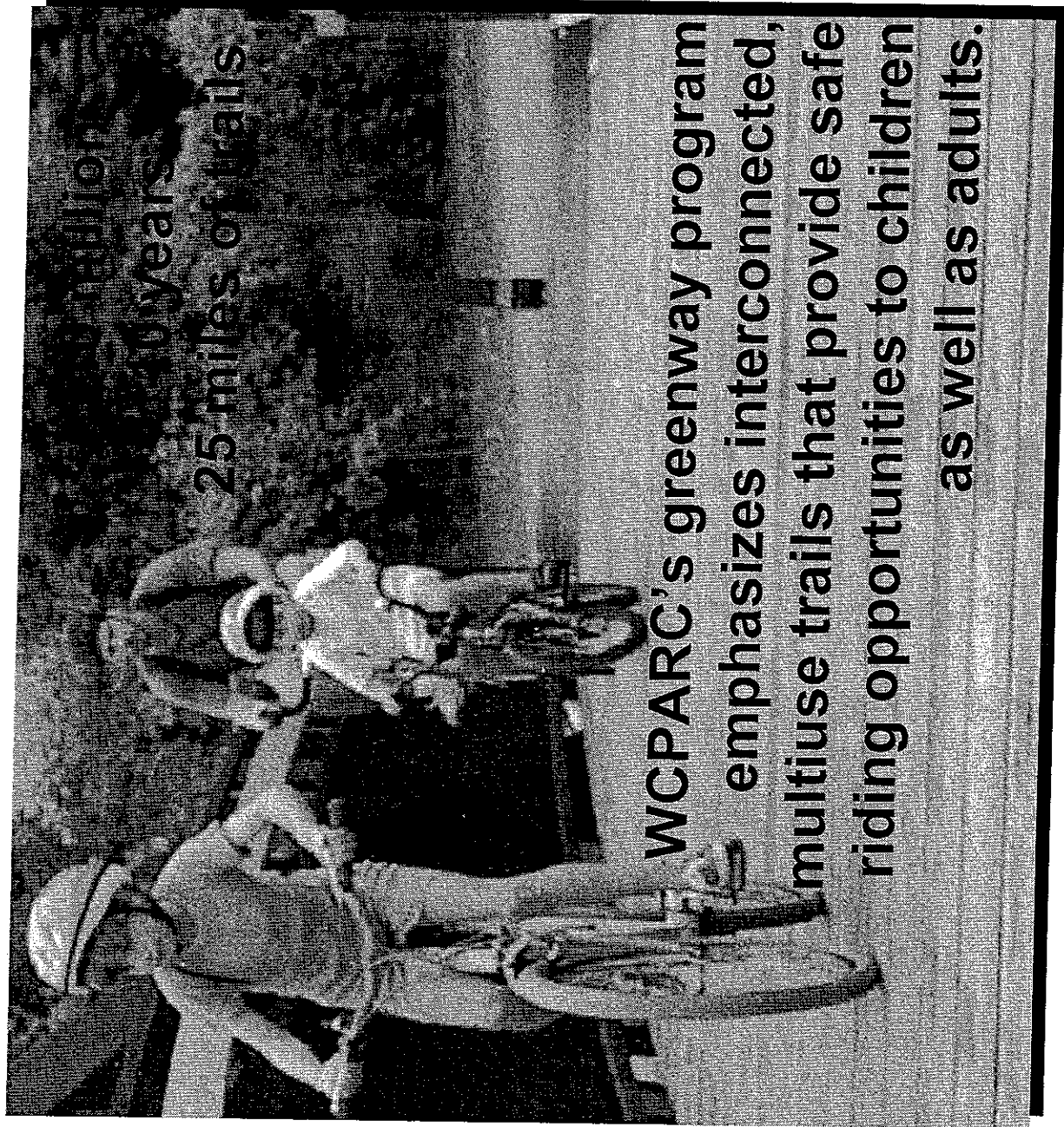
8:00 Discussion/Question & Answer

WCPARC Mission

1. enhance the quality of life,
2. preserve the natural environment, and
3. provide facilities meeting the needs of present and future residents



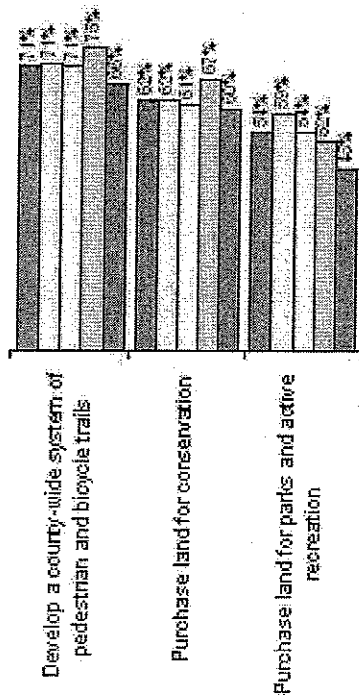
Mission



WCPARC's greenway program emphasizes interconnected, multiuse trails that provide safe riding opportunities to children as well as adults.

WCPARC Survey

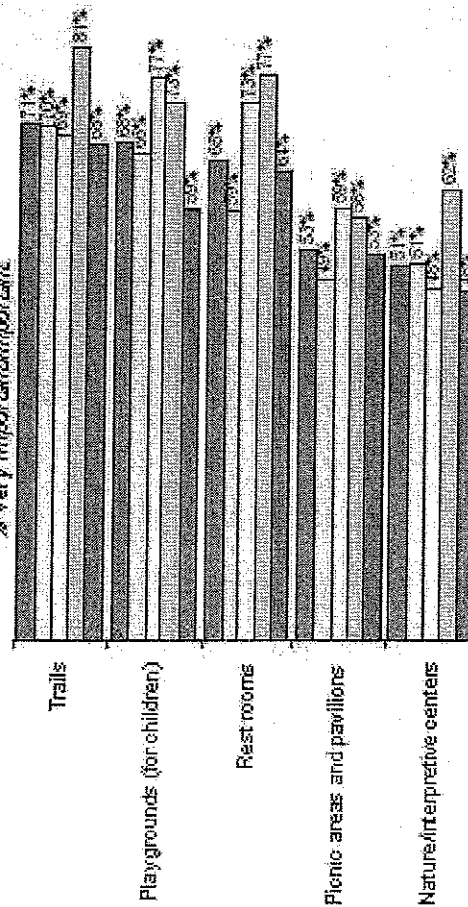
Importance of Washtenaw County Park Possible Actions By Region
% Very Important/Important



According to residents, trails are:

1. the most important possible action and
2. the most important additional facilities.

Importance of Additional Facilities By Region
% Very Important/Important



Livingston County



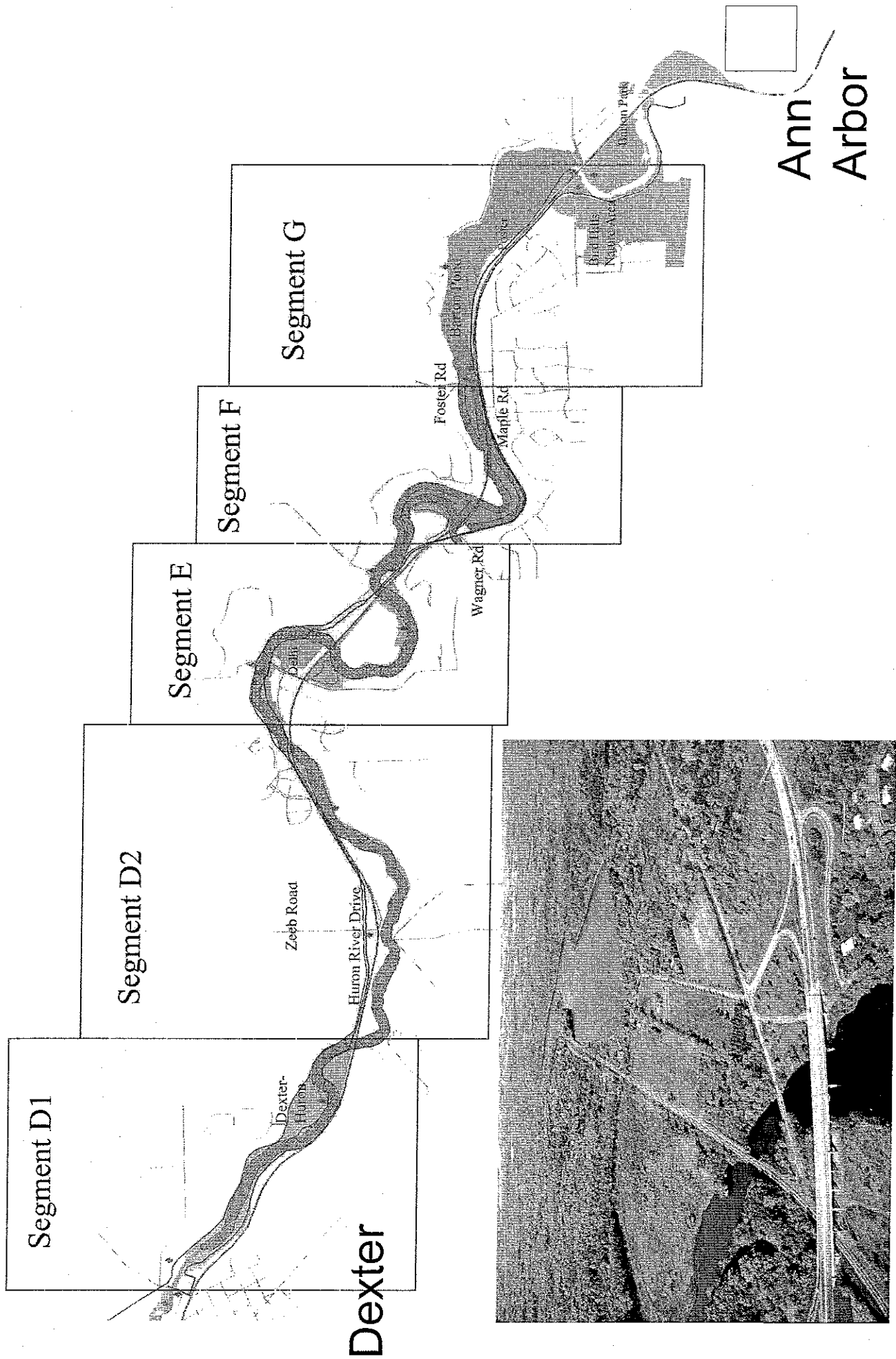
Border to Border Trail Update

Segment I and LI Near Completion

[illegible]

beating west over Pond Lake, were leading to the future outbreak off the main highway. I, and Constitution and Williams to the northeast from 2005

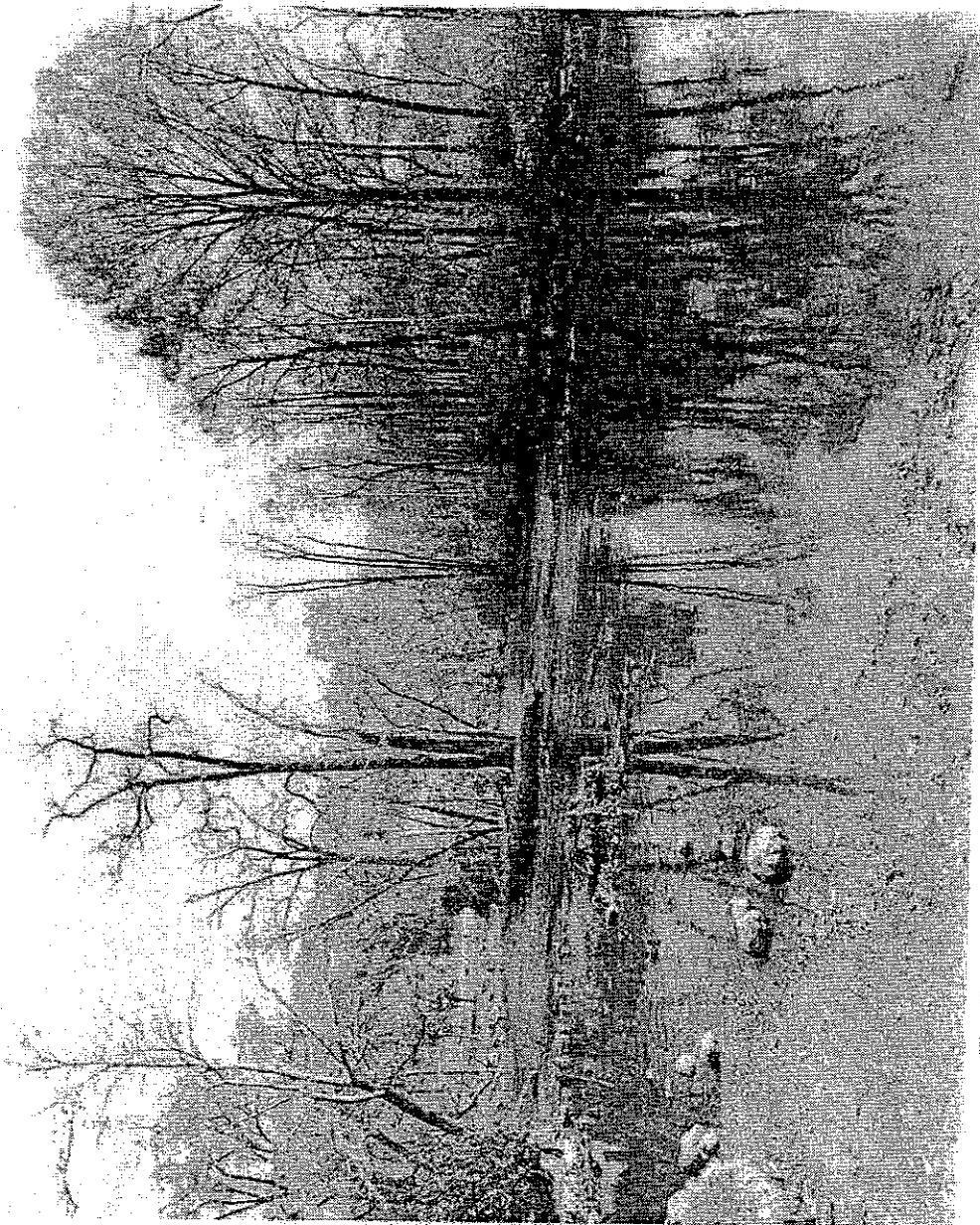
Segments D-G



Segments D-G

The Huron River Bikeway Study

Ann Arbor-Dexter
Washtenaw County, Michigan



The Huron River in late fall, photographed near Delhi Road.

8 October 1984

Prepared
for

Ann Arbor-Ypsilanti Urban Area
Transportation Study
Committee
111 West Kingsley
Ann Arbor, Michigan

By

Pollack

Design

Associates

220 South Main Street

Ann Arbor, Michigan 48104

Washtenaw Engineering Co., Inc.

3250 Liberty Road

Ann Arbor, Michigan

Matthew Heumann

Natural Features Consultant

8802 River Valley Drive

Brighton, Michigan

Segments D-G

P28

Segment D Border to Border Nonmotorized Trail ~ Summary Report from the Village of Dexter to Delhi Metropark Washtenaw County, Michigan



4 February 2004

Prepared
for

Washtenaw County
Parks and Recreation
Commission
P.O. Box 8645
2230 Platt Road
Ann Arbor, Michigan 48107

with

Huron Clinton
Metropolitan Authority
13000 High Ridge Drive
Brighton, Michigan 48116

by

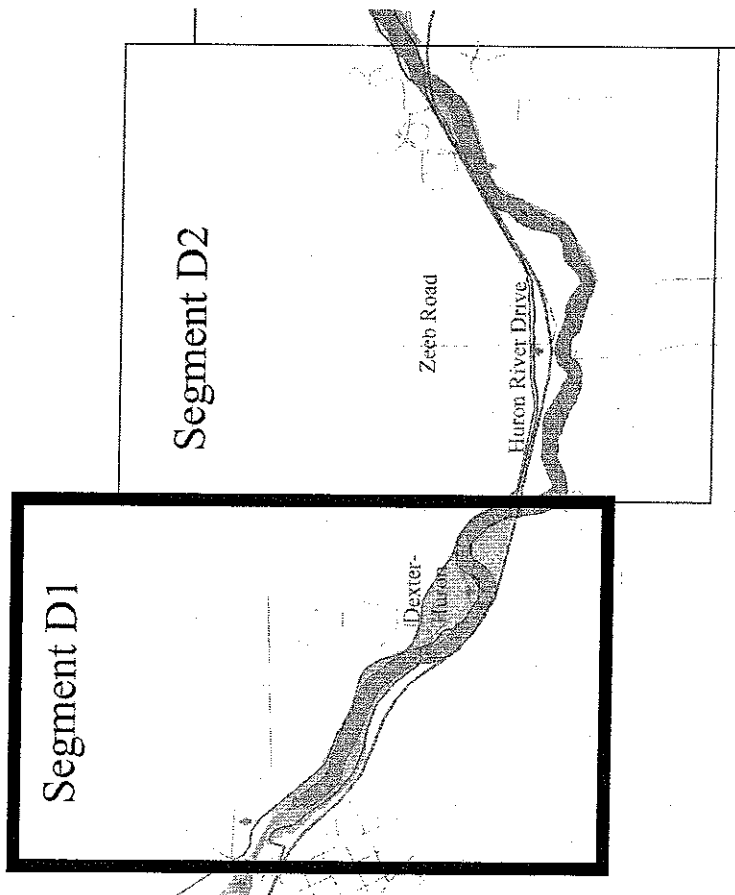
Pollack Design Associates
220 South Main Street
Ann Arbor, Michigan 48104

with

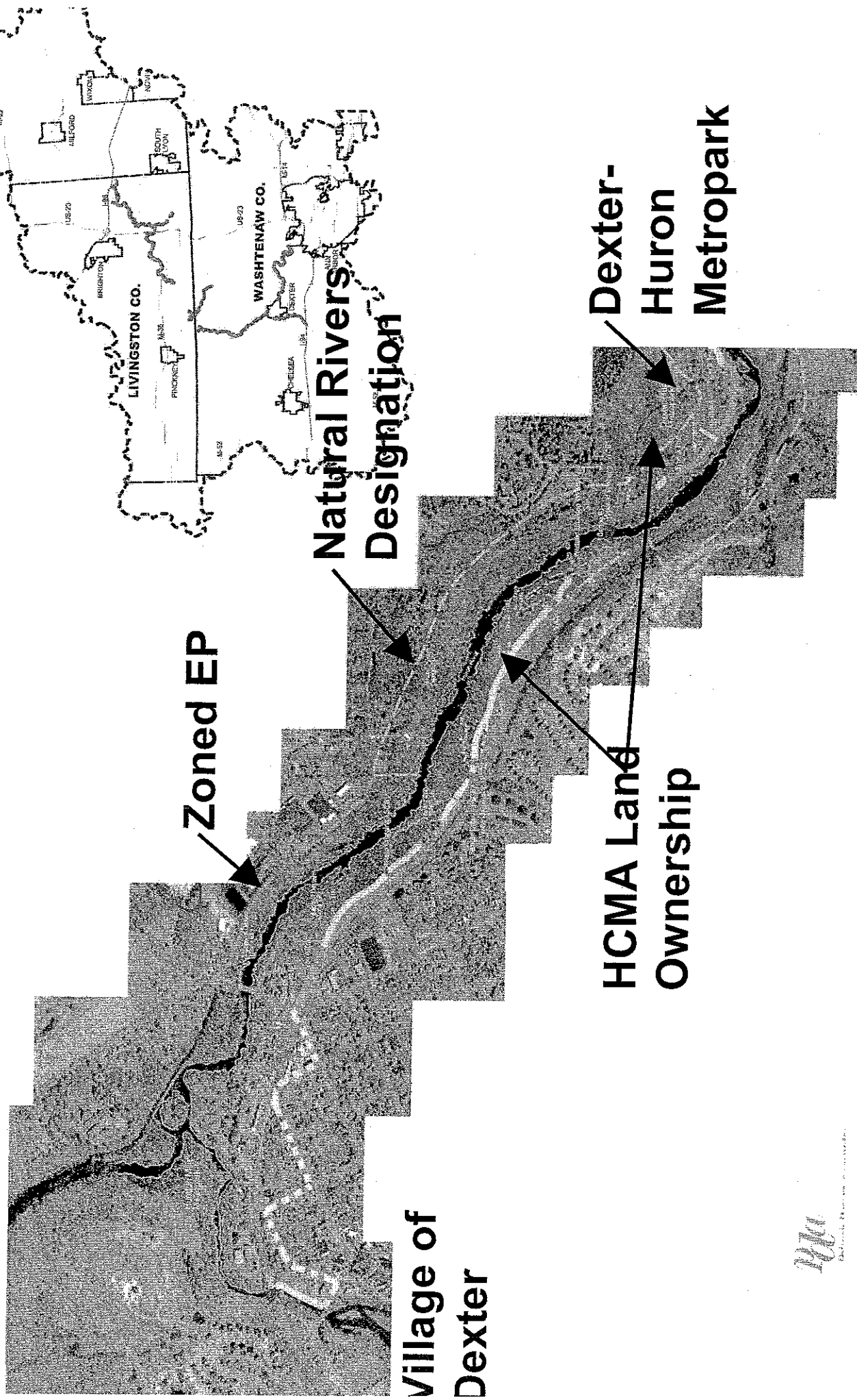
Washtenaw Engineering Co., Inc.
3250 West Liberty Road
Ann Arbor, Michigan 48103



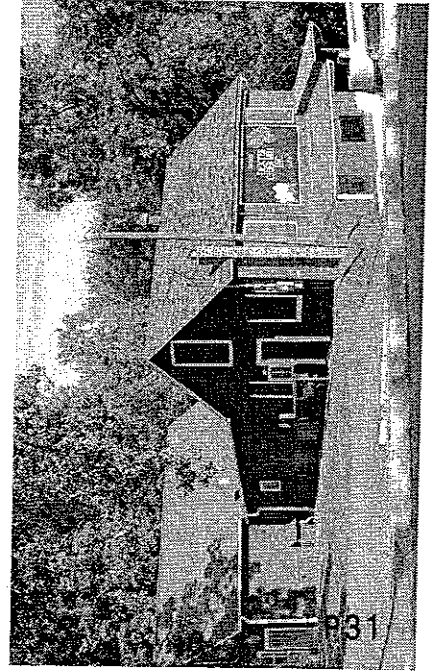
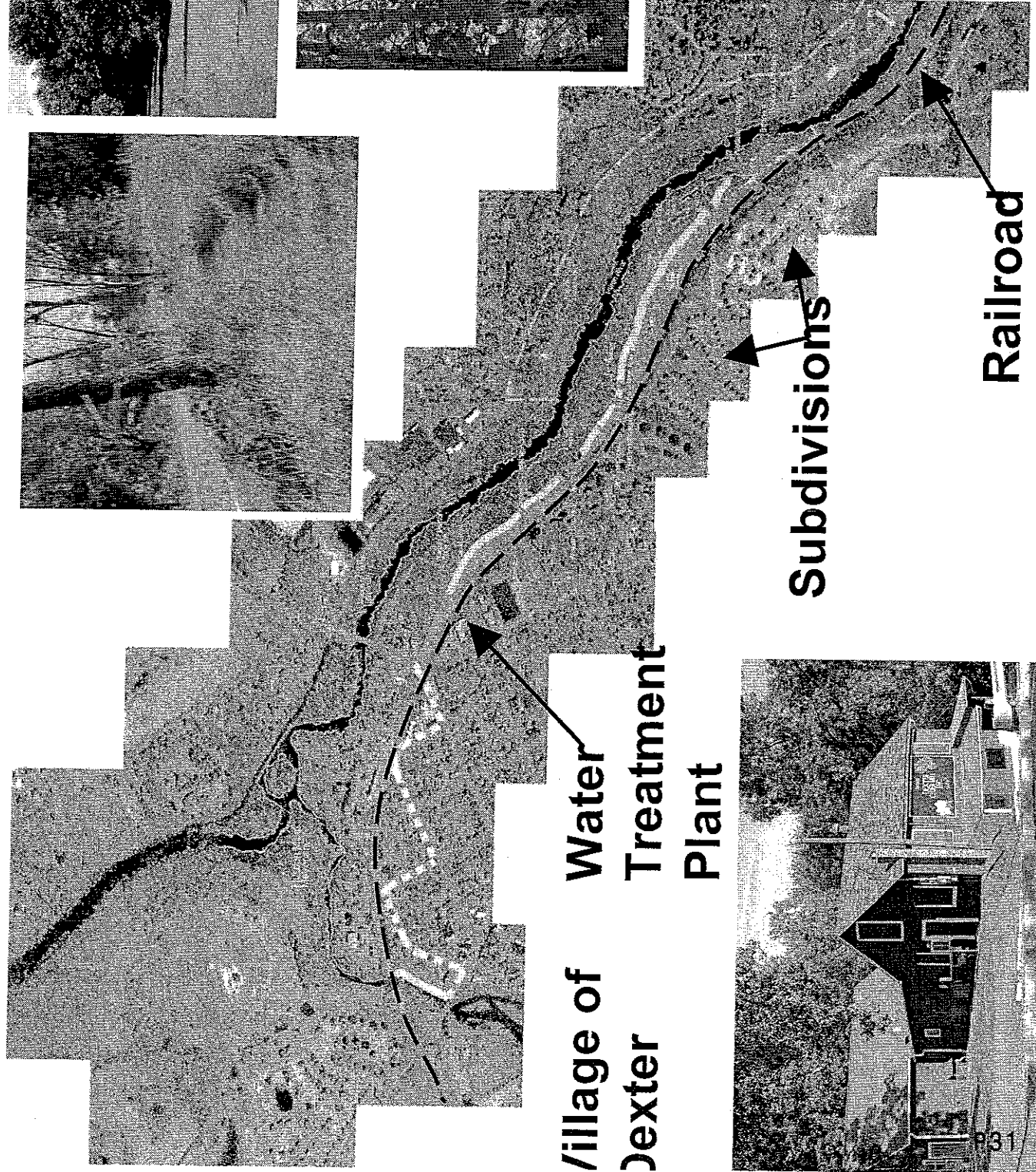
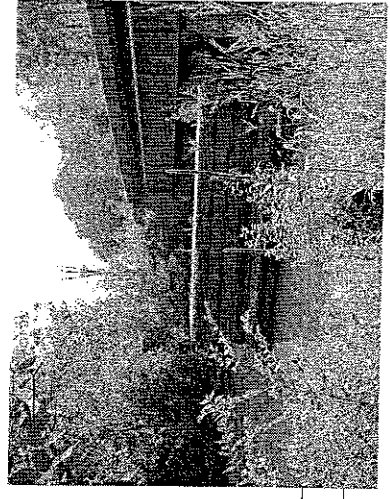
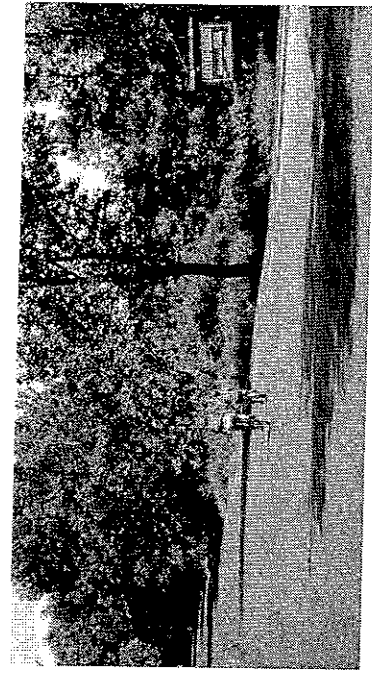
Segment D1



Segment D1~Context



Segment D1~Built Conditions



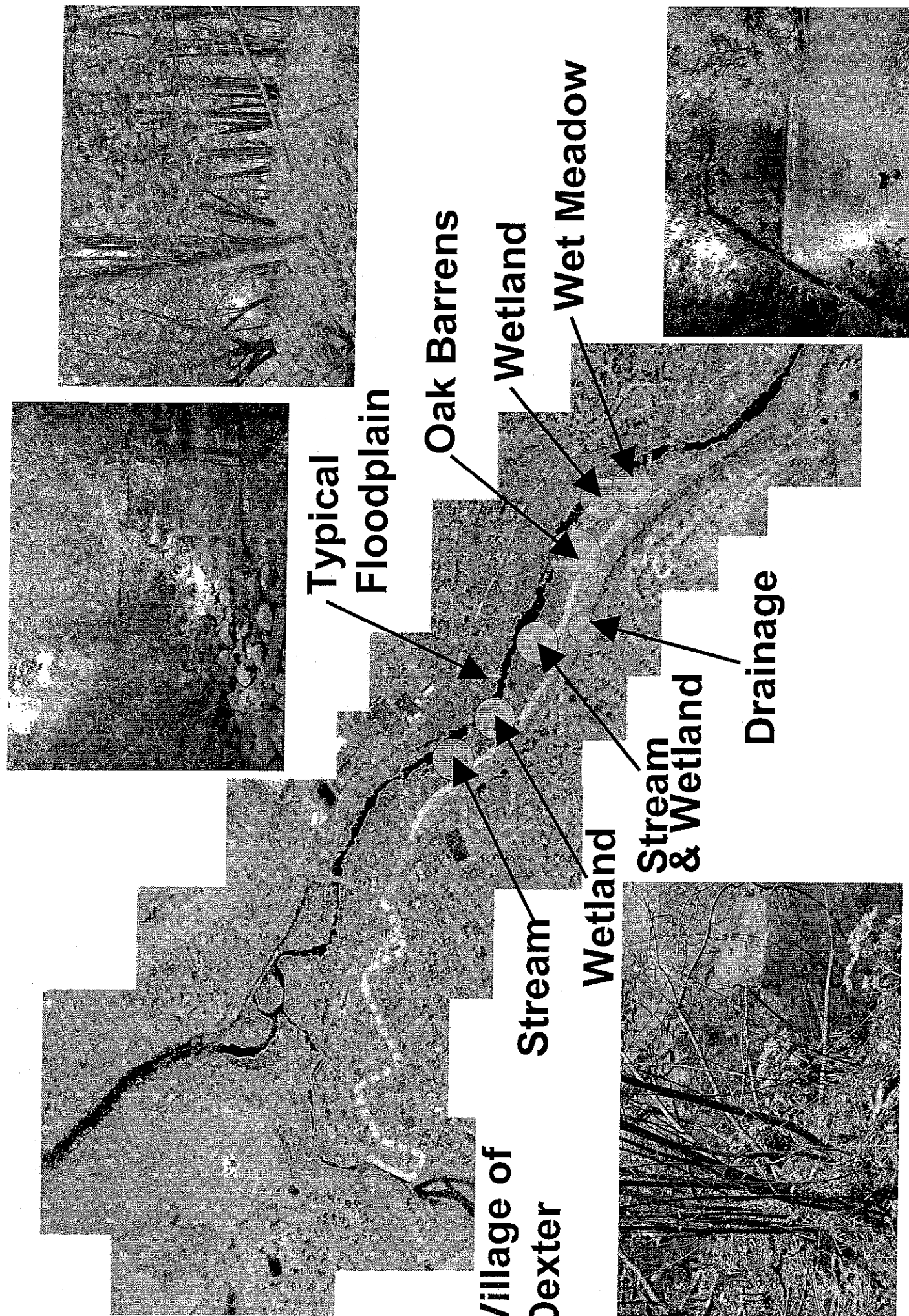
Railroad

Subdivisions

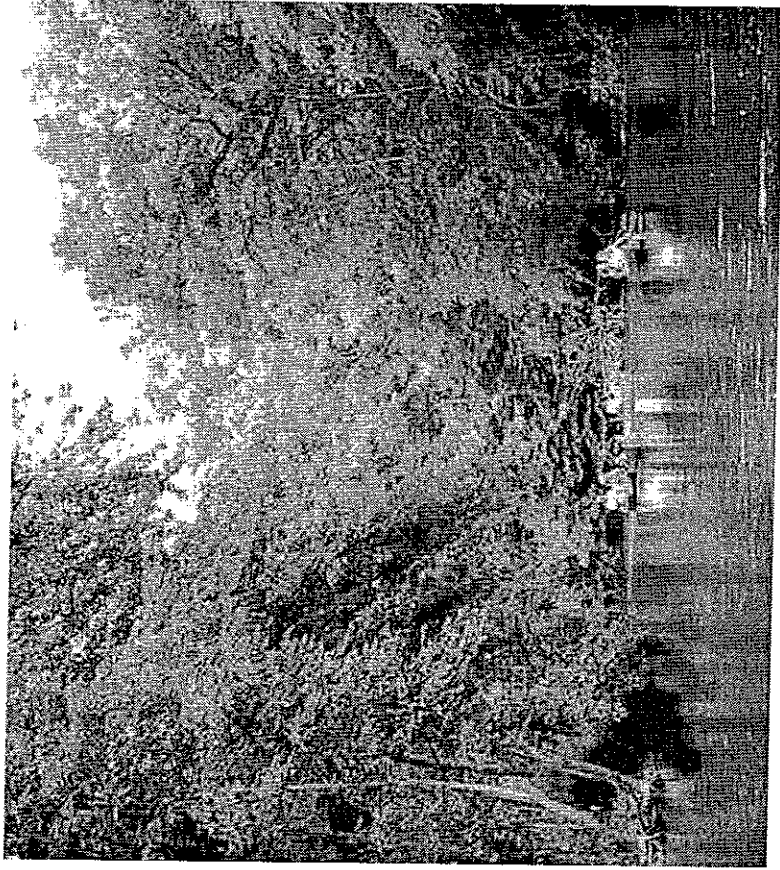
Village of
Dexter

Water
Treatment
Plant

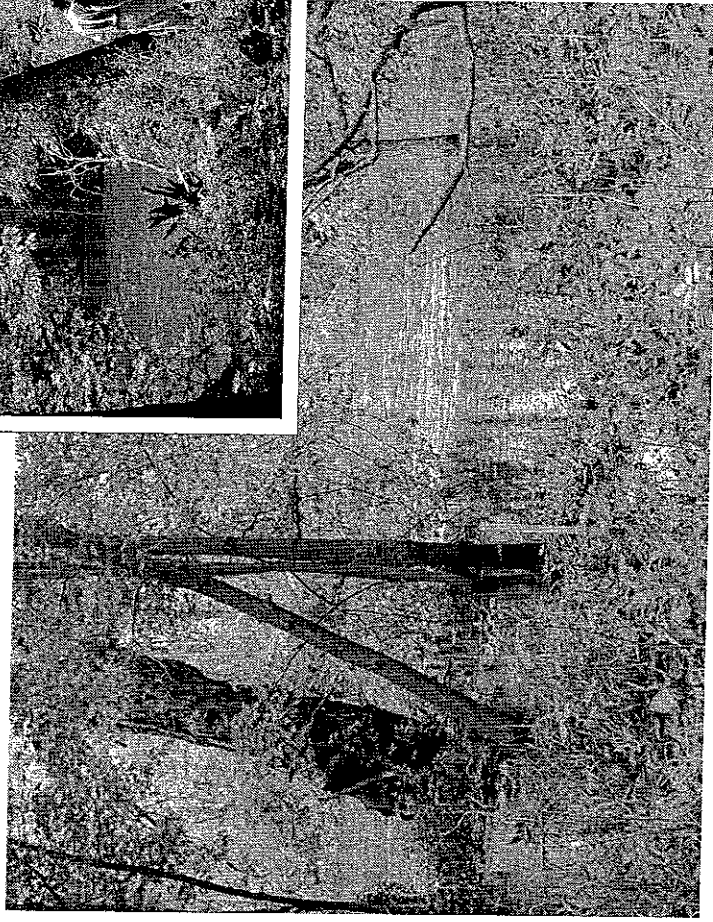
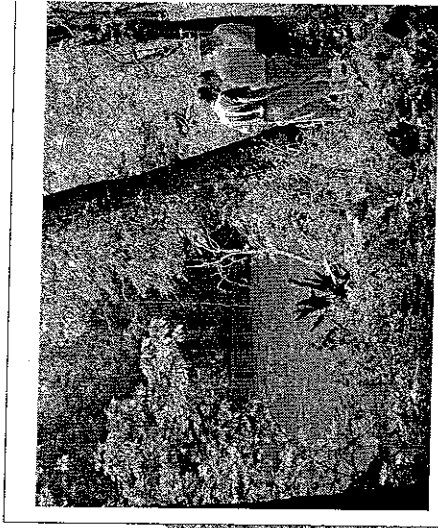
Segment D1~Natural Conditions



Segment D~Route Selection Process



- Walking/staking
- Rewalking/restaking
- Meetings & site visits for field review



- Canoe trip
- High water restaking
- Topography at specific locations

Huron River Watershed Council; Michigan Natural Rivers Program; UM Herbarium; Huron Valley Chapter Sierra Club; Michigan Department of Environmental Quality; Village of Dexter; Huron Clinton Metropolitan Authority; Washtenaw County Road Commission; Office of Washtenaw County Drain Commissioner

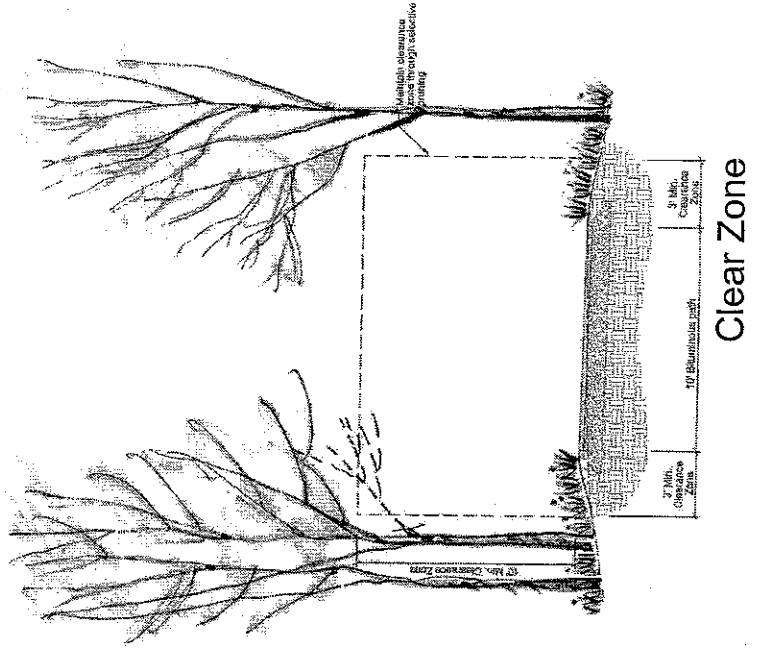
Segment D1~Design Development



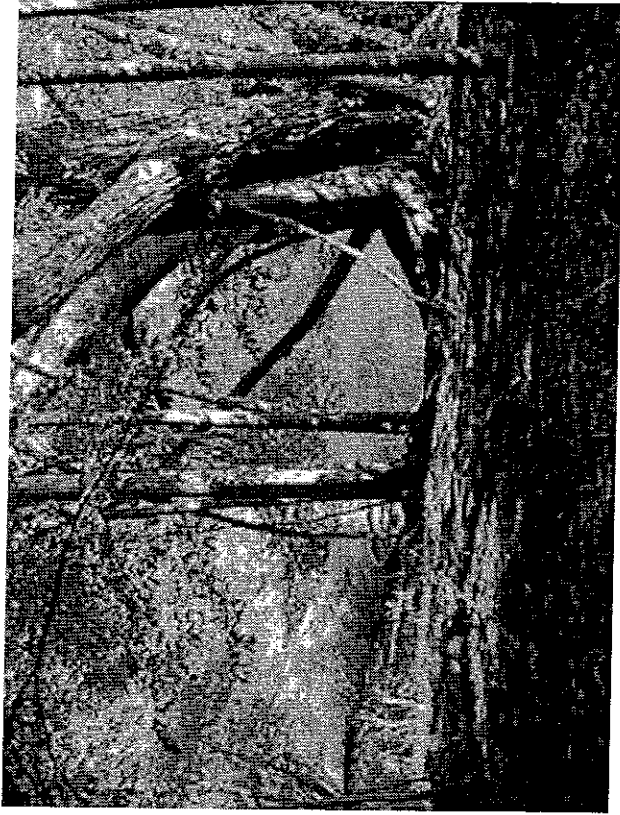
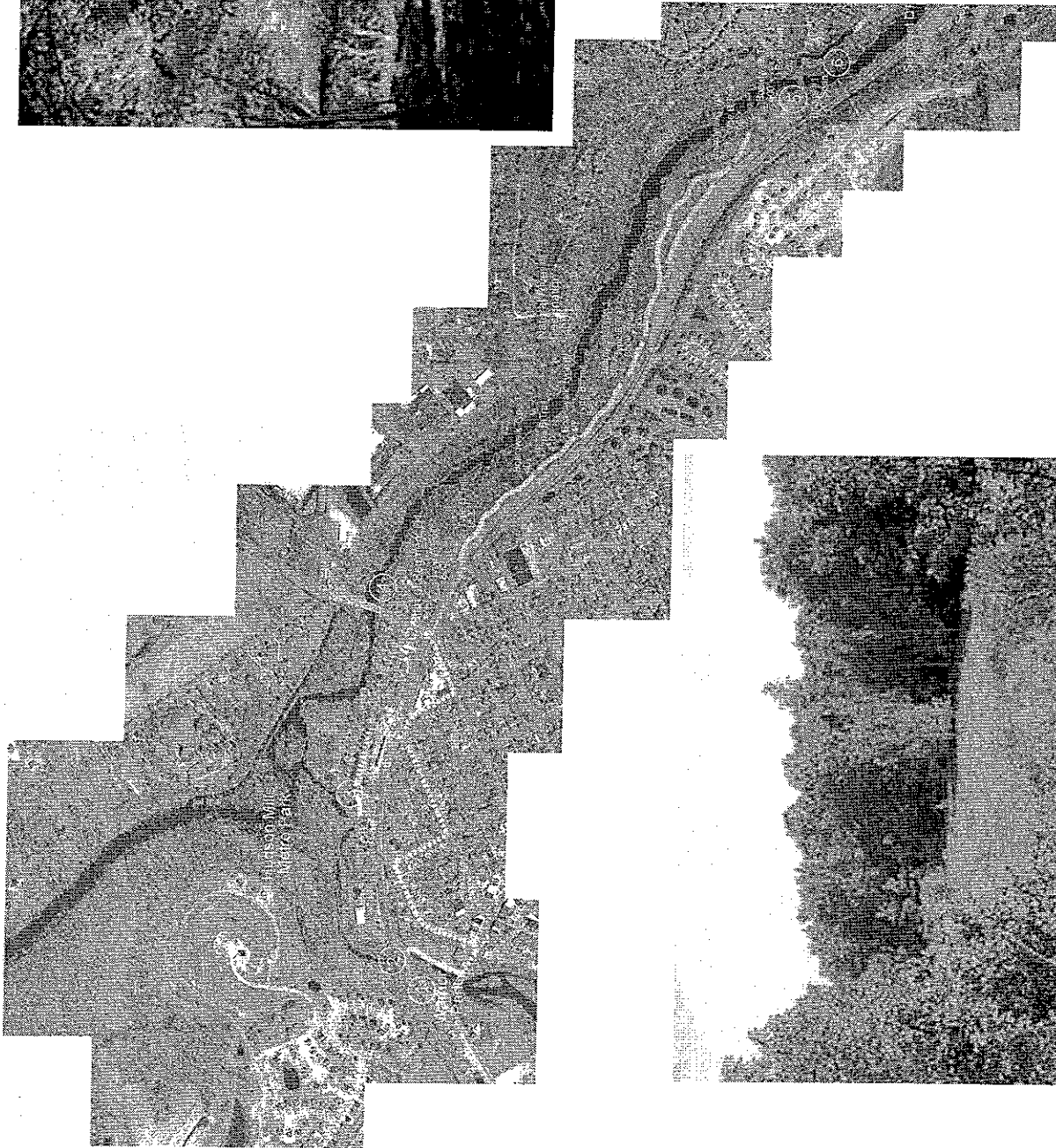
Mesic Forest



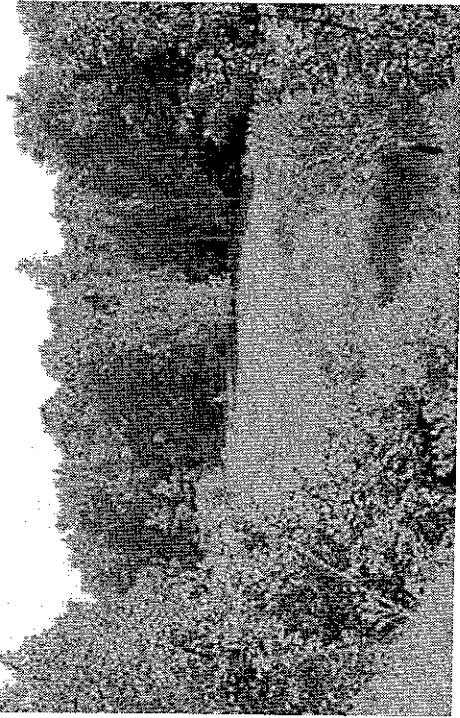
Oak Barrens



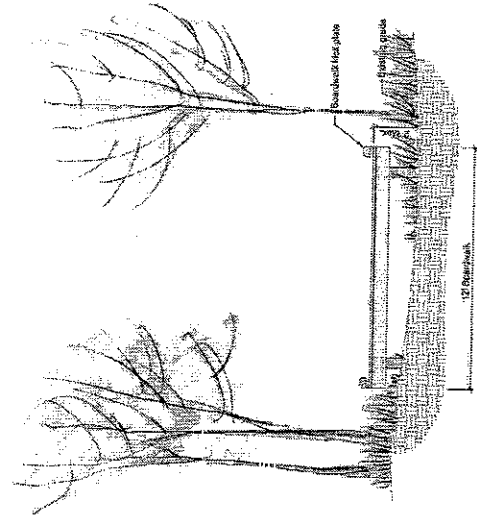
Segment D1~Design Development



Floodplain



Wet Meadow



Boardwalk Concept

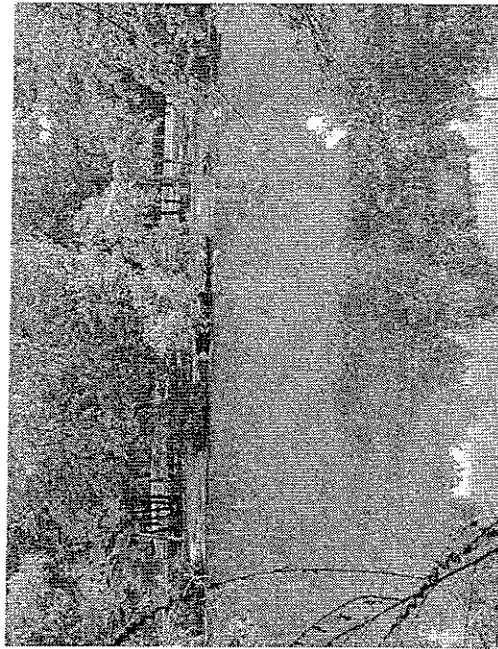
Segment D1~Design Development



Huron River



Huron River



Dexter-Huron Metro Park

Village of Dexter

Stream Crossing #1

Wetland Crossing #1

Stream Crossing #2

Wetland Crossing #2

Stream Crossing #3

Wetland Crossing #3

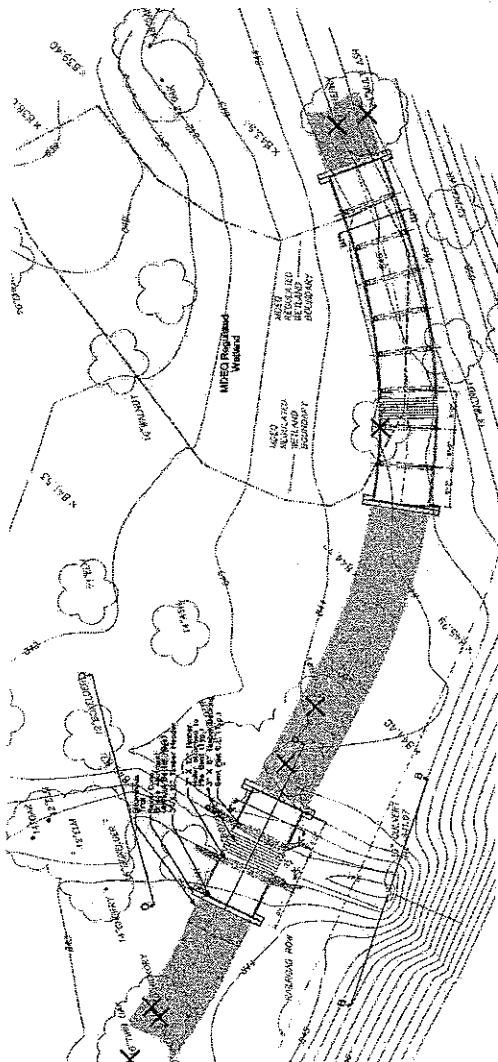
New Bridge Crossing

Wetland Crossing #4

Wetland Crossing #5

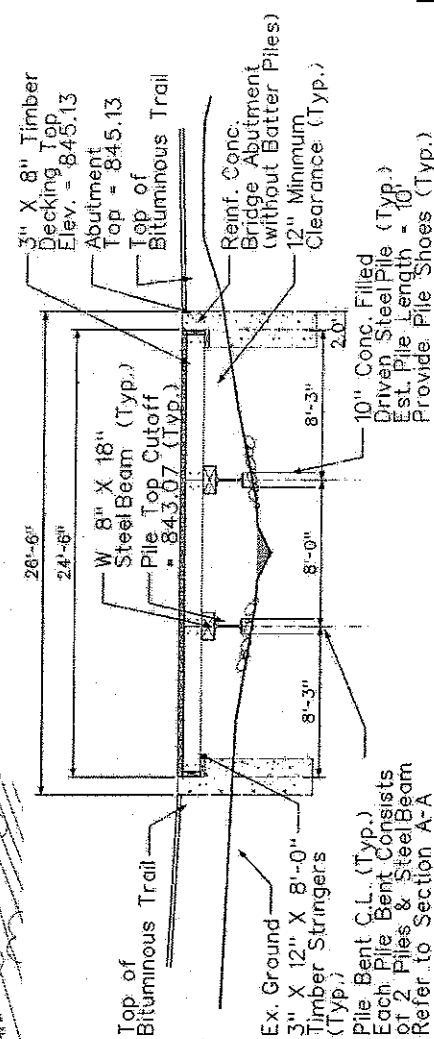
Segment D1~DEQ Permitting

P38



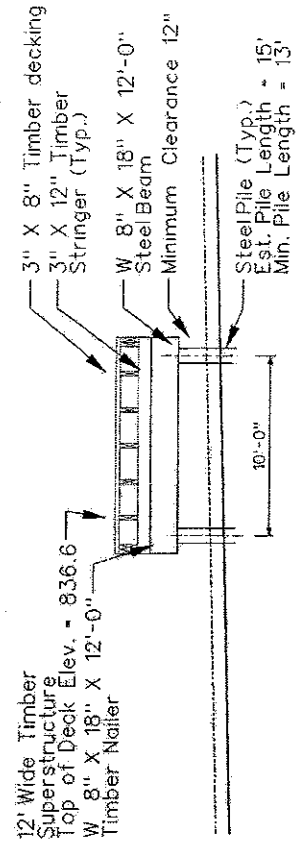
Stream & Wetland Crossing Plan

Stream Crossing Profile

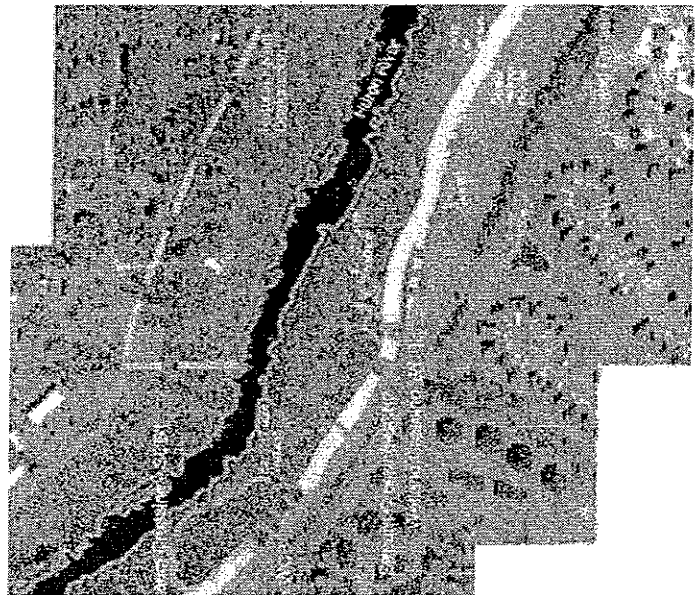


Boardwalk Section

NOTE:
All Timber Shown Shall be Southern Pine No. 2.
All Timber Shall be Pressure Treated to 0.4 PCF
(Ground Contact Rated) with ACQ.

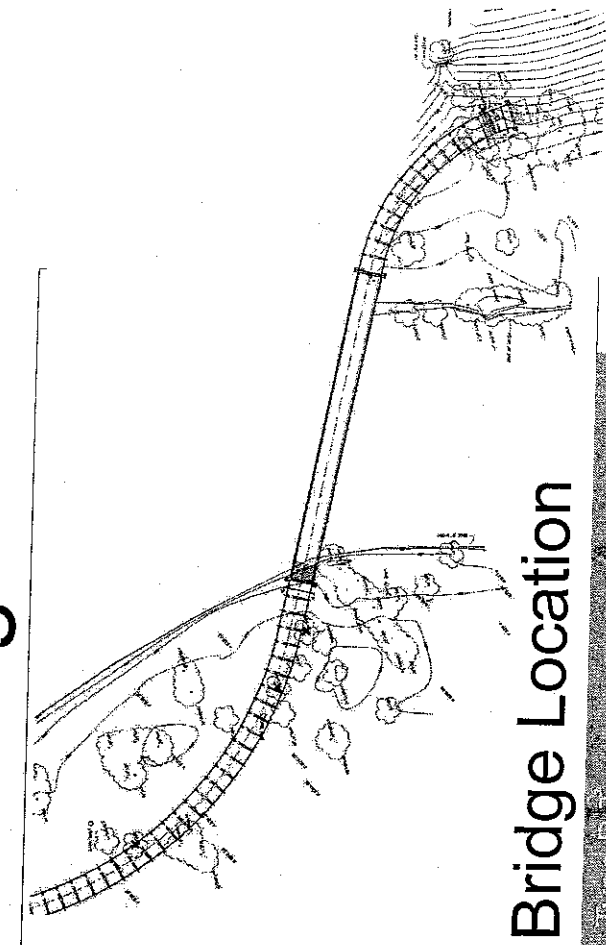


Trail Alignment

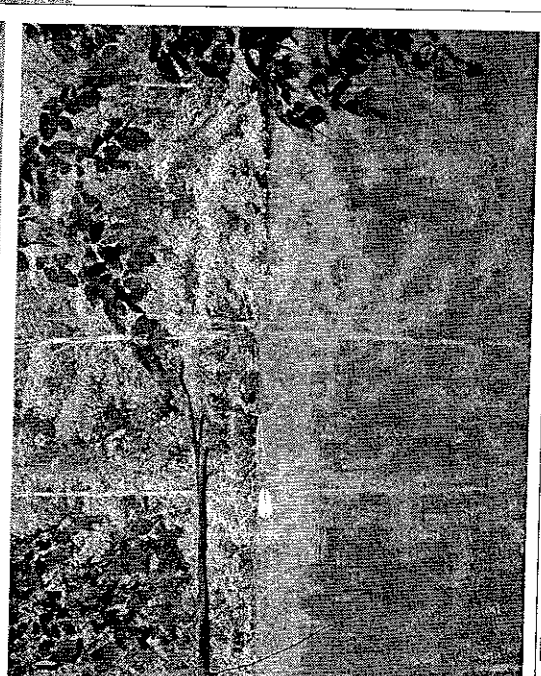
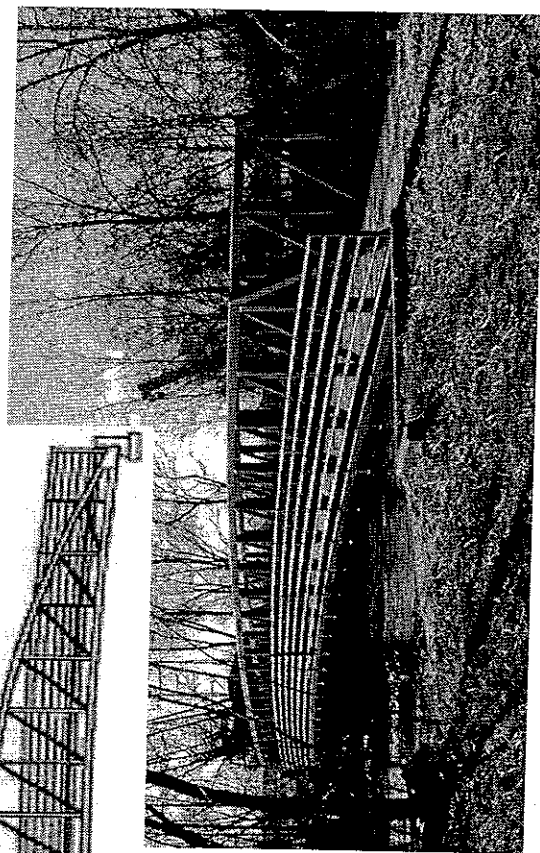
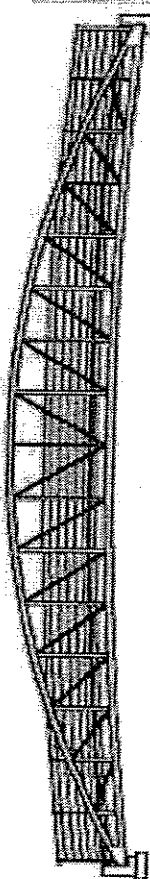
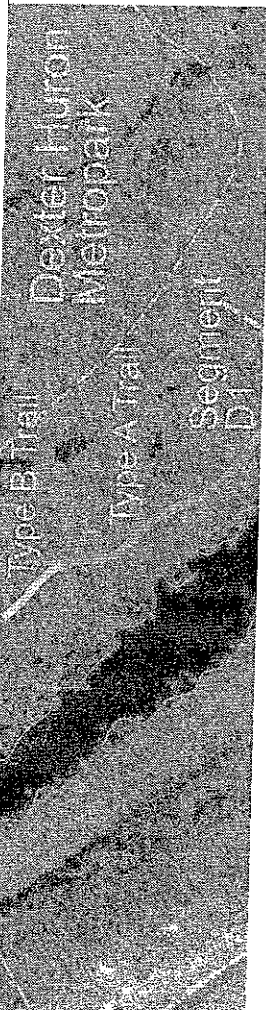


Each Pile Bent Consists of the 2 Piles & Steel Beam

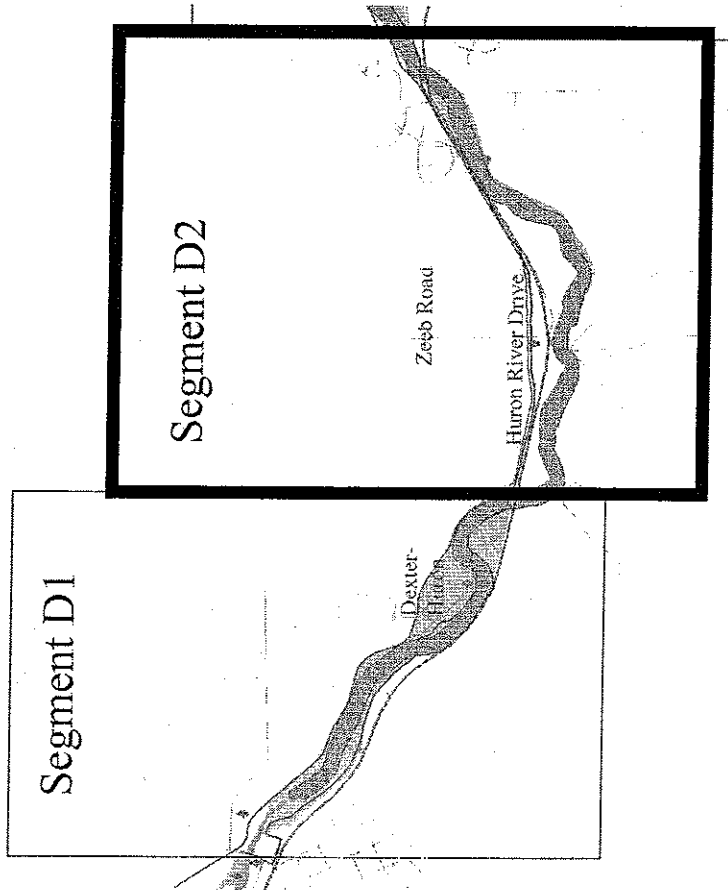
Segment D1~DEQ Permitting



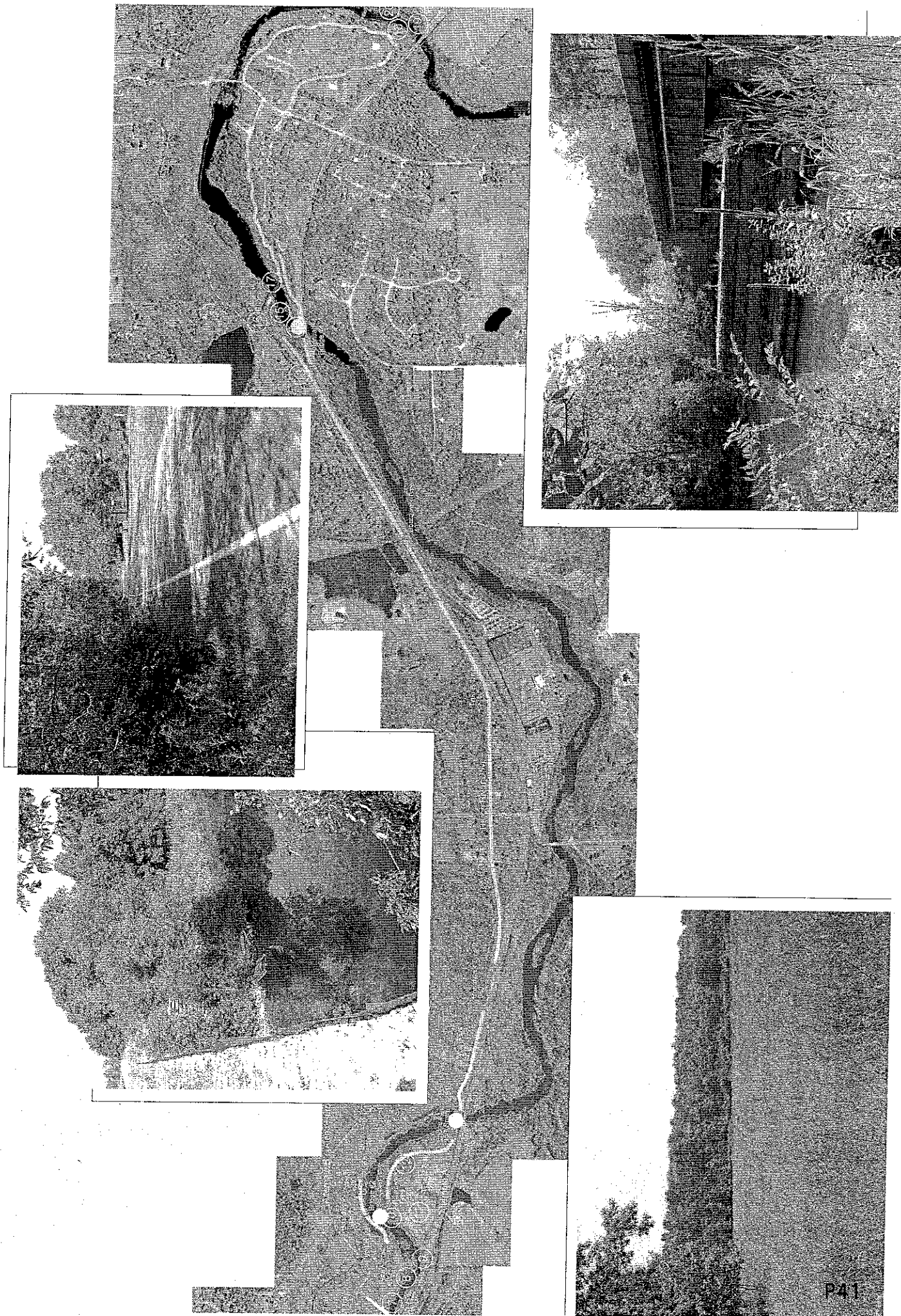
Bridge Location



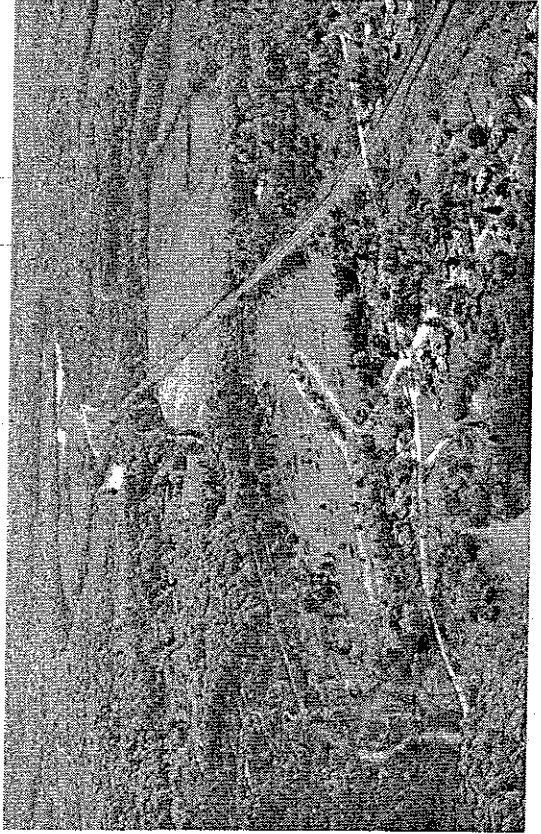
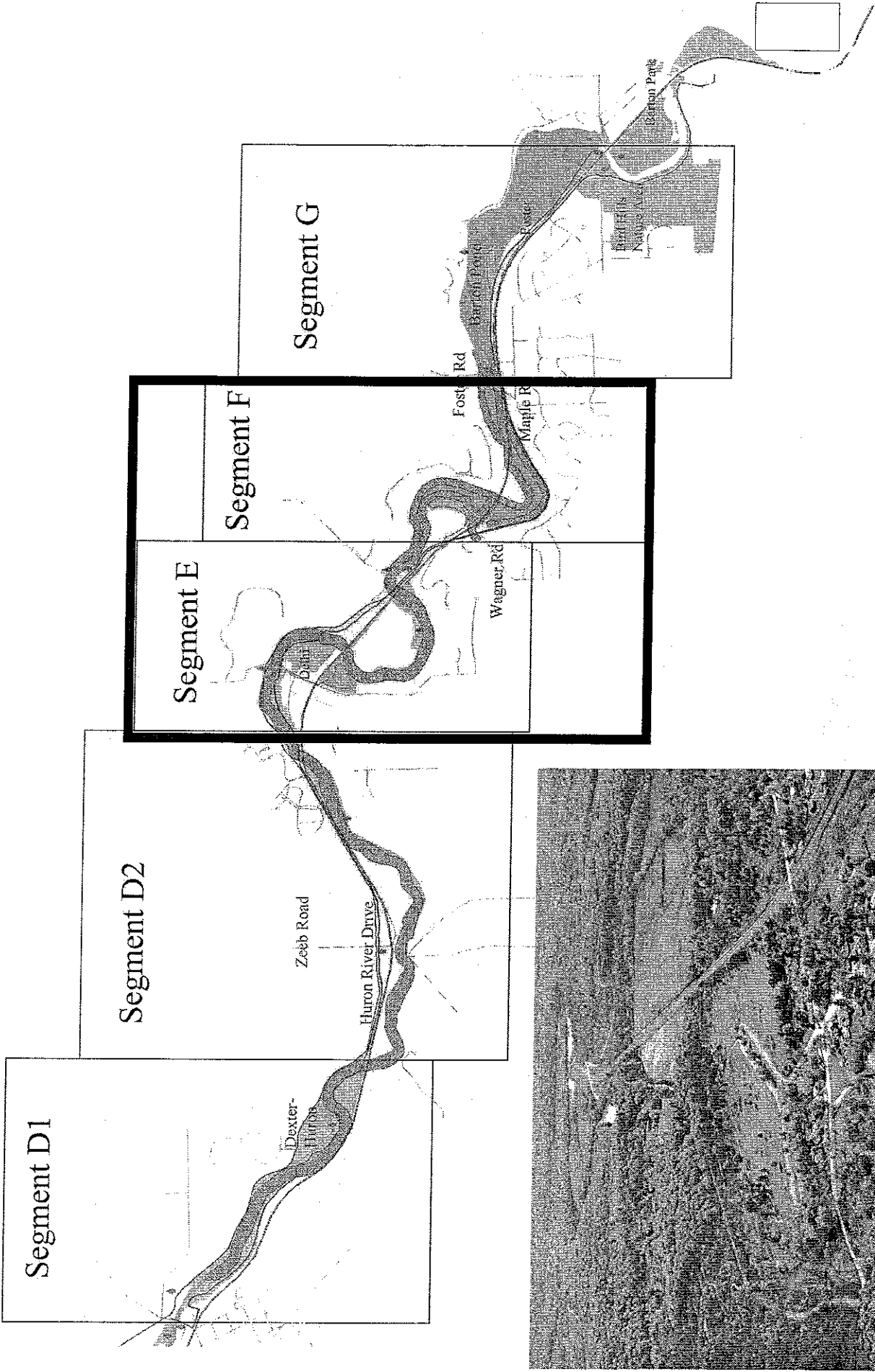
Segment D2



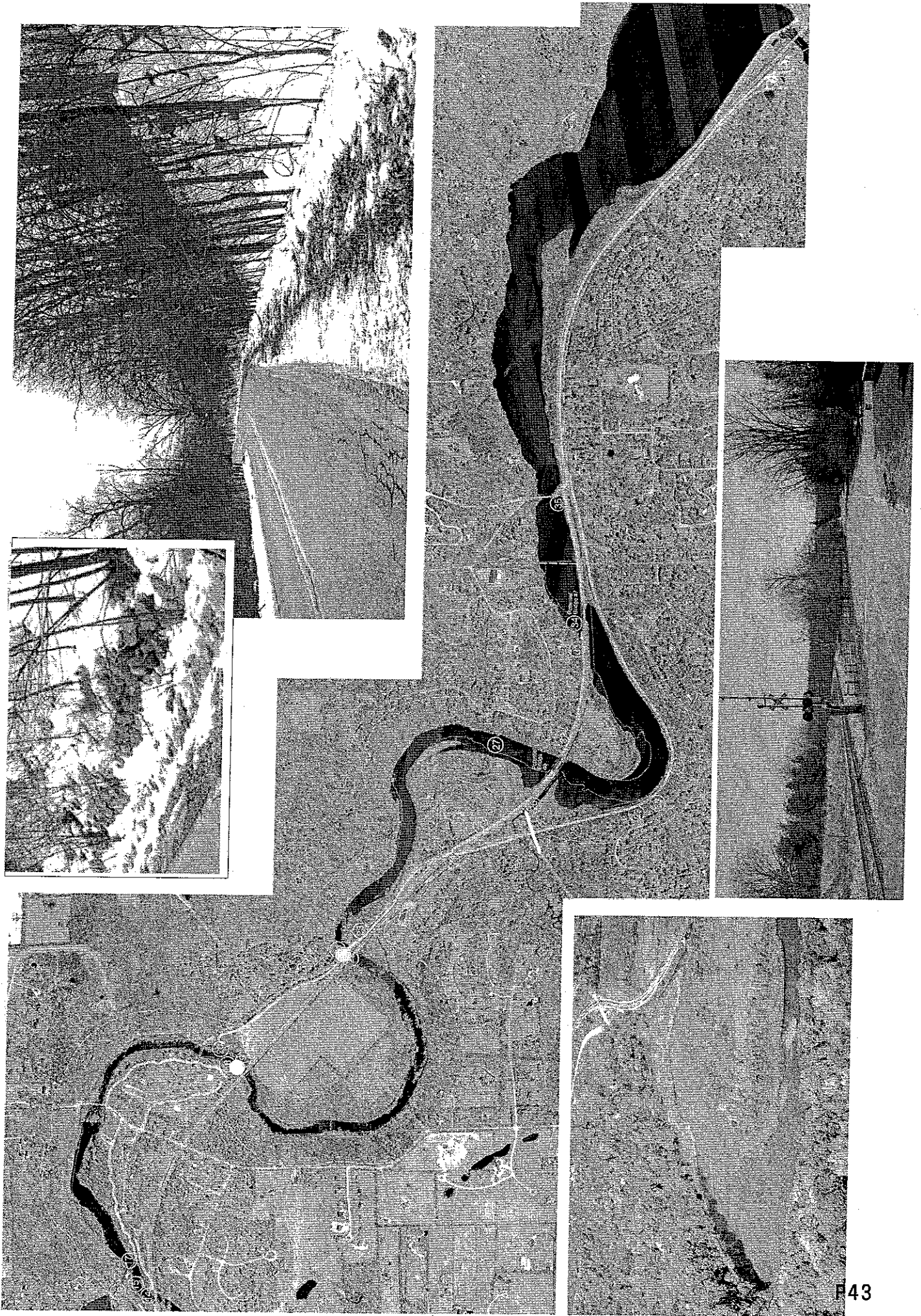
Segment D2



Segment E & F

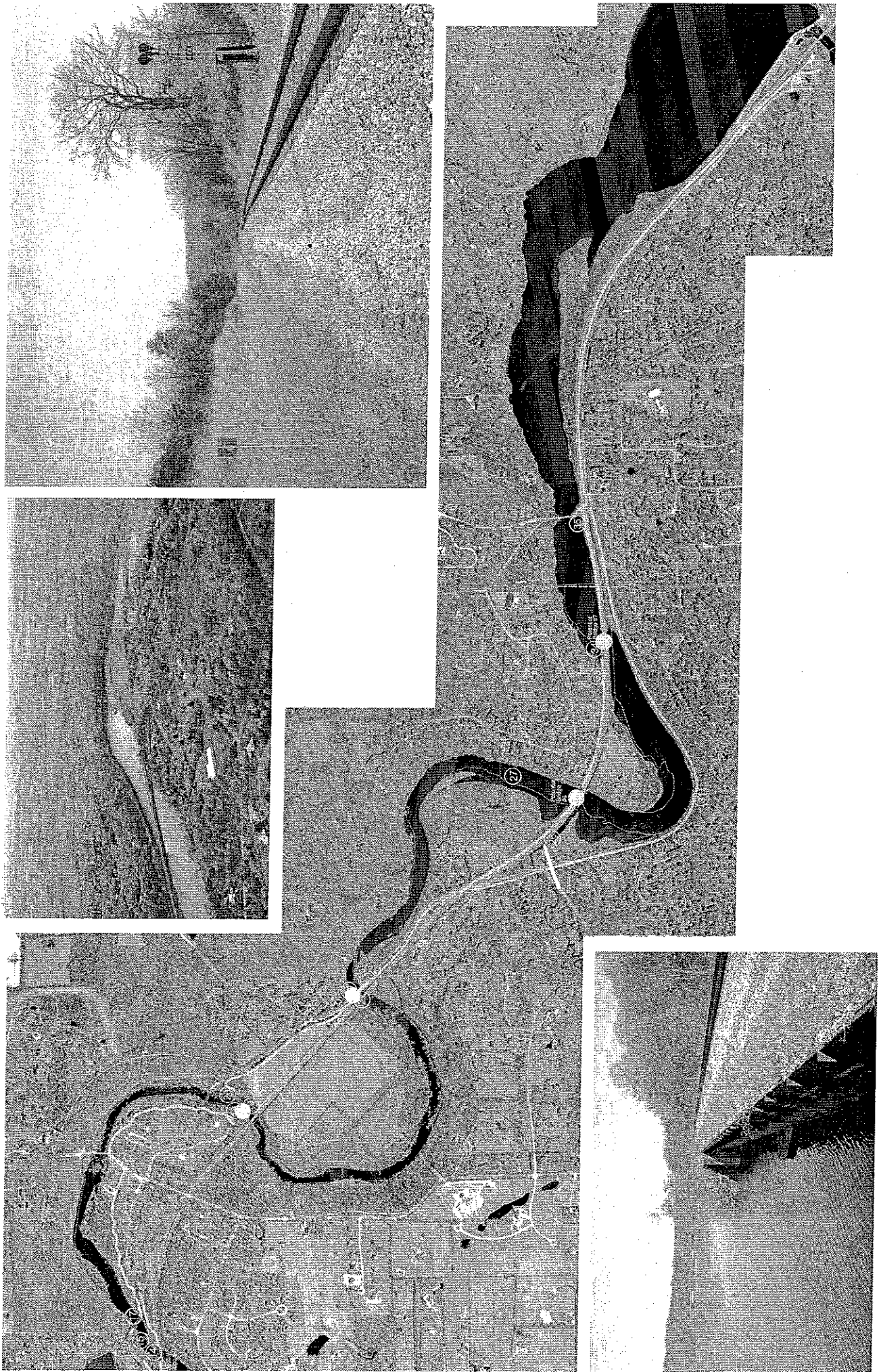


Segment E & F

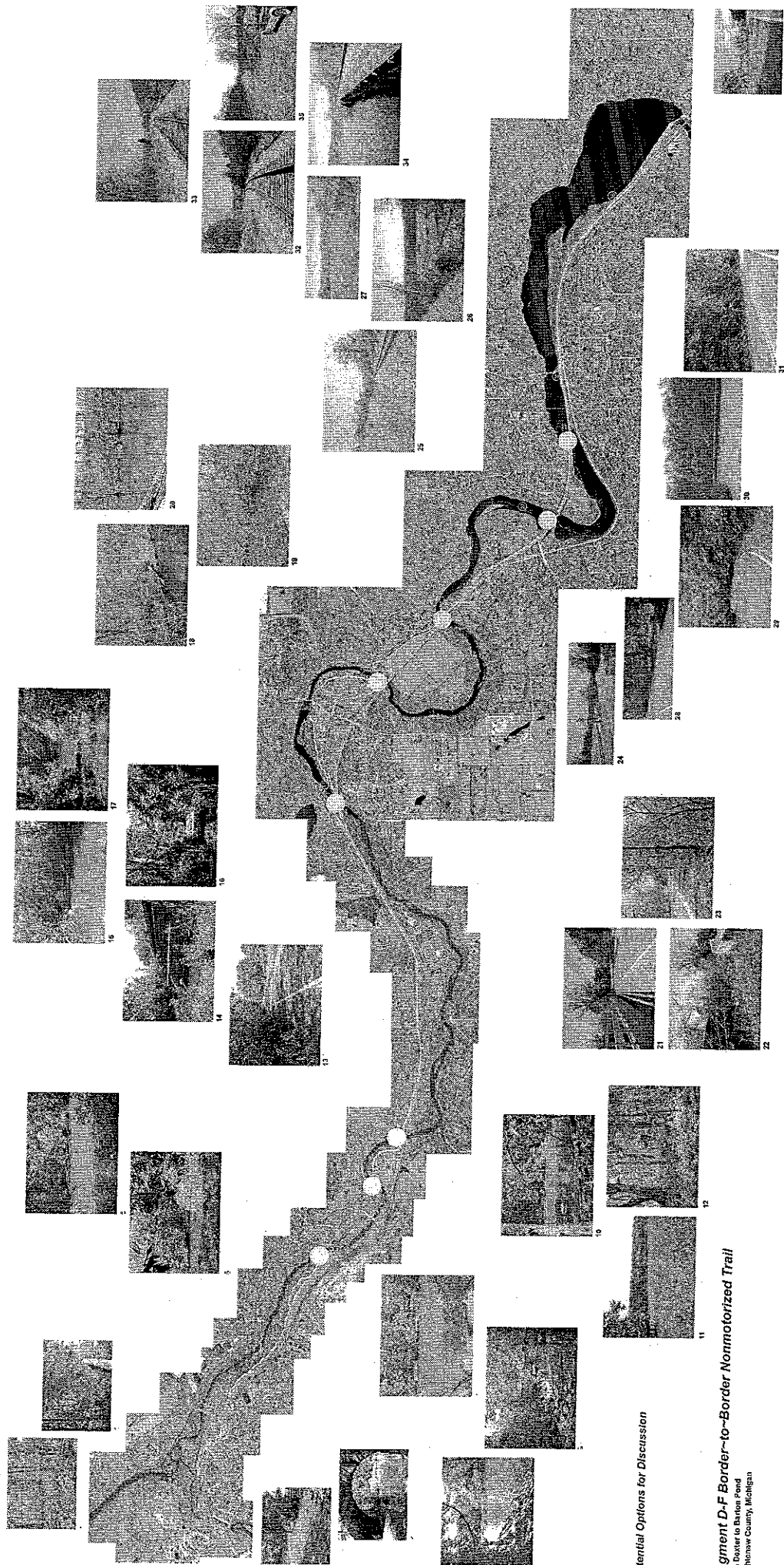


Segment E & F

P44



Segments D-F



Alternative Options for Discussion

Segment D-F Border-to-Border Nonmotorized Trail

in Dexter to Barton Pond
in Monroe County, Michigan

VILLAGE OF DEXTER

8140 Main Street Dexter, MI 48130-1092

deureste@villageofdexter.org

Phone (734)426-8303

Pax (734)426-5614

MEMO

To: President of Council and Council
From: Donna Dettling, Village Manager
Date: December 28, 2004
Re: VM Report

- 1 A copy of the signed agreement between the Village and Blackhawk is included with my report. Two checks totaling \$48,000 were received and deposited on Tuesday, December 21, 2004. Execution of Village obligations associated with the agreement were initiated immediately
- 2 A copy of the 2005 meeting scheduled is included for your review as well as an updated Report schedule.
- 3

December 20, 2004

Via email and U.S. Mail

Dana A. Dever
Seeligson, DeLoof, Hooper & Dever, PLLC
401 E. Liberty Street, Suite 250
Ann Arbor, Michigan 48104

Re: Village of Dexter/Blackhawk

Dear Dan:

Blackhawk Development Corporation has not yet satisfactorily completed the construction, repairs and/or replacement of missing or defective work in phases I-V of the Dexter Crossing Condominium Development Project (the "Project"). These missing or defective items, including the enlargement and restoration of a detention basin in Dexter Crossing Phase I, are itemized on a "punchlist" maintained by the Village, the most recent of which is attached to this letter. In addition to the punchlist items, Blackhawk has not yet completed the work necessary to dedicate the public streets and utilities infrastructure within the Project.

Blackhawk has completed construction of Building F of the Victoria Condominium project. Blackhawk has tapped into the Village water and sewer systems for Building F, which it asserts was done to obtain plumbing approval, but has not yet purchased a water meter from the DPW for that building. Blackhawk disputes the Village's position that tap fees for Village water and sewer access should be calculated based on the new rates approved in August, 2004.

At its October 25, 2004 Council meeting, and again on November 15, 2004, the Village informed Blackhawk that it would not grant occupancy permits for Building F until Blackhawk 1) completes the punchlist and 2) pays \$28,000 (net of a \$10,000 credit) for tap fees. Subsequently, several persons who had entered into purchase agreements with Blackhawk for condominium units within Building F asked Council to nevertheless to grant occupancy permits for their units so they could move in.

On November 22, 2004, Council authorized the Village Manager to enter into negotiations with Blackhawk regarding terms and conditions under which the Village would grant three occupancy permits in Building F. This letter reflects the parties' agreement with respect to these matters.

Dana A. Dever
December 20, 2004
Page 2

Blackhawk and the Village agree as follows:

1. Blackhawk will perform its obligations under the June 10, 1996 Development Agreement. Specifically, Blackhawk will promptly complete the last five items on the punchlist, and will erect a temporary fence around hazardous areas of the recently excavated detection pond.
2. Blackhawk will deposit \$20,000 cash with the Village as a gesture of its good faith to complete the punchlist items. The Village will hold this money in escrow and pay no interest to Blackhawk. The Village will return these funds to Blackhawk upon completion of 1) the punchlist items, and 2) acceptance by Village engineers of streets and infrastructure to be dedicated to the Village. In the event Blackhawk does not fulfill its obligations under this agreement within a reasonable time, the Village may use these deposited funds to address any of Blackhawk's unmet obligations.
3. As soon as possible, Blackhawk shall provide preliminary as-built plans to the Village that are satisfactory to the Washtenaw County Drain Commission regarding size and configuration of the detention pond. Said plans need not show landscaping or seeding.
4. Blackhawk will complete the work necessary to dedicate the public streets and utilities infrastructure within the Project to the Village as soon as possible. Likewise, Blackhawk will as soon as possible complete enlargement of the detention basin in a good and workmanlike manner and repair all damages caused due to the enlargement of the detention pond. If Blackhawk fails to complete the work required by paragraphs 1-4 of this agreement by July 1, 2005, the Village will withhold granting any further zoning approvals, and may take any other steps it deems necessary to halt the County's granting of any further occupancy permits for the Project.
5. Blackhawk will pay a net amount of \$28,000 to the Village immediately for sewer and tap fees for Building F. This amount includes a \$10,000 credit under a prior agreement. The Village will install a water meter, purchased by Blackhawk from the Village, in that structure as soon as possible and without undue delay after the payment of such monies in order to accommodate the issuance of the occupancy permits as set forth in paragraph 6. Blackhawk is paying the \$28,000 under protest. It reserves all of its rights to contest the tap fee amount in any appropriate forum.
6. Upon receipt of the funds referenced above, the Village will authorize final zoning approval for the express and sole purpose of Blackhawk's obtaining three occupancy permits from the Washtenaw County building inspector for Victoria Condominium units 273, 275, and 281 on Victoria Drive. The parties shall provide the Washtenaw County building inspector with a copy of this letter agreement noting this limited zoning approval.

Dana A. Dever
December 20, 2004
Page 3

7. Blackhawk will not apply for further certificates of occupancy for any condominium unit until items in paragraphs 1 and 3 are satisfied. Upon receiving an application which otherwise complies with applicable zoning ordinances, the Village will promptly issue zoning approvals for further Victoria Commons condominium units, allowing Blackhawk to pursue certificates of occupancy from the Washtenaw County Building Department.
8. The Village reserves its rights under the Development Agreement and under its ordinances and resolutions. The Village specifically reserves its claimed right not to issue additional zoning approvals for Victoria Condominium occupancies pending Blackhawk's satisfaction of the items listed on the punchlist.
9. Blackhawk and the Village will in good faith work towards a mutually satisfactory resolution of the flooding problem at the Dan Hoey Road entrance to the Dexter Crossing commercial center.

Very truly yours,

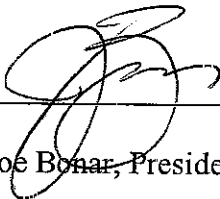
DYKEMA GOSSETT PLLC

BS/

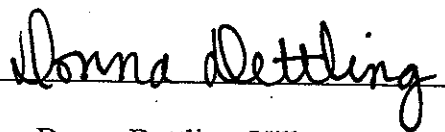
Bradley L. Smith

Blackhawk Development Company

Village of Dexter



By: Joe Bonar, President



By: Donna Dettling, Village Manager

encl.

cc: Donna Dettling

AA01\137518.3
ID\BLS

DEXTER CROSSING PUNCH LIST ITEMS

12/2004

Address	Work Necessary	Estimated \$ to Complete	Comments
Lexington Sidewalk Restoration – damaged from detention basin work	Must repair and re-pour damaged sidewalk at access points on Lexington for detention pond work	\$2,000	
1) 443 Cambridge 2) Pump Station 3) 3524 Lexington 4) Lexington (west of Carrington @ irrigation controller)	Clean up concrete debris and dirt after pour. Provide topsoil, seed and mulch. Various levels of restoration at each site listed.	\$3,000	
6985 Wellington	Re-grade swales	\$2,000	
Irrigation meters @ various locations	Install boxes (4)	\$1,200	
Miscellaneous	All concrete items poured in December 2004. Fence perimeter of water area.	\$5,000	Integrity of concrete needs to be verified in Spring, 2005.
TOTAL		\$13,200	

**VILLAGE OF DEXTER
2005 MEETING SCHEDULE**

VILLAGE COUNCIL	PLANNING COMMISSION	PARKS COMMISSION	ZONING BOARD OF APPEALS	DOWNTOWN DEVELOPMENT AUTHORITY (Varying Locations) 2nd Thursday at 7:30 PM
2nd & 4th Monday at 7:30 PM	1st Monday at 7:30 PM	3rd Tuesday at 7 PM	3rd Monday at 7 PM	
January 10, 2005 January 24, 2005 February 14, 2005 February 28, 2005 March 14, 2005 March 28, 2005 April 11, 2005 April 25, 2005 May 9, 2005 May 23, 2005 June 13, 2005 June 27, 2005 July 11, 2005 July 25, 2005 August 8, 2005 August 22, 2005 September 12, 2005 September 26, 2005 October 10, 2005 October 24, 2005 November 14, 2005 November 28, 2005 December 12, 2005 December 27, 2005 (26 th Christmas Holiday)	January 4, 2005 (Jan 3 rd New Year's) February 7, 2005 March 7, 2005 April 4, 2005 May 2, 2005 June 6, 2005 July 5, 2005 (4 th Independence Day) August 1, 2005 September 6, 2005 (5 th Labor Day) October 3, 2005 November 7, 2005 December 5, 2005	January 18, 2005 February 15, 2005 March 15, 2005 April 19, 2005 May 17, 2005 June 21, 2005 July 19, 2005 August 16, 2005 September 20, 2005 October 18, 2005 November 15, 2005 December 20, 2005	January 17, 2005 February 22, 2005 (21 st President's Day) March 21, 2005 April 18, 2005 May 23, 2005 June 20, 2005 July 18, 2005 August 15, 2005 September 19, 2005 October 17, 2005 November 21, 2005 December 19, 2005	January 13, 2005 February 10, 2005 March 10, 2005 April 14, 2005 May 12, 2005 June 9, 2005 July 14, 2005 August 11, 2005 September 8, 2005 October 13, 2005 November 10, 2005 December 8, 2005

All meetings are held at the Senior Center, 7720 Ann Arbor Street, unless otherwise noted.

REPORT SCHEDULE FOR 2004

	First Meeting of Month	Second Meeting of Month
January	01-10-05	01-24-05
	Village Manager	Village Manager
	DPS Supervisor	Sheriff Department
February	02-14-05	02-28-05
	Village Manager	Village Manager
March	03-14-05	03-28-05
	Village Manager	Village Manager
	Zoning Administrator	Park Board Chair
April	04-11-05	04-25-05
	Village Manager	Village Manager
	DPS Supervisor	Sheriff Department
May	05-9-05	05-23-05
	Village Manager	Village Manager
	Library Board Representative	HRWC Representative
June	06-13-05	06-27-05
	Village Manager	Village Manager
	Zoning Administrator	
July	07-11-05	07-25-05
	Village Manager	Village Manager
	DPS Supervisor	Sheriff Department
August	08-08-05	08-22-05
	Village Manager	Village Manager
September	09-12-05	09-26-05
	Village Manager	Village Manager
	Zoning Administrator	Park Board Chair
October	10-10-05	10-24-05
	Village Manager	Village Manager
	DPS Supervisor	Sheriff Department
November	11-14-05	11-28-05
	Village Manager	Village Manager
	Downtown Development Chair	
December	12-12-05	Tuesday '12-27-05
	Village Manager	Village Manager
	Zoning Administrator	
	Library Board Representative	

12/20/2004

10000 12-28-04
I-5

VILLAGE OF DEXTER

MAIN STREET/BAKER ROAD CORRIDOR ANALYSIS

September, 2004

Prepared by

Midwestern Consulting, LLC
3815 Plaza Drive
Ann Arbor, Michigan 48108

TABLE OF CONTENTS

BACKGROUND	1
STUDY PROCEDURE	3
DATA COLLECTION	4
2004 EXISTING CONDITIONS SERVICE LEVELS	5
SUMMARY OF 2004 CONDITIONS SERVICE IMPACTS	8
2004 CONDITIONS WITH OPTIMIZED TRAFFIC SIGNAL TIMINGS	9
BACKGROUND TRAFFIC TO 2029	12
MILL POND BRIDGE ALTERNATIVES	15
ADDITIONAL SCENARIOS	16
CONCLUSION	20

APPENDIX A - TRAFFIC VOLUME DATA

APPENDIX B - 2004 EXISTING SERVICE LEVELS AM PEAK HOUR

APPENDIX C - 2004 EXISTING CONDITIONS PM PEAK HOUR

APPENDIX D - 2004 CONDITIONS WITH OPTIMIZATION AM PEAK HOUR

APPENDIX E - 2004 CONDITIONS WITH OPTIMIZATION PM PEAK HOUR

APPENDIX F - 2029 TRAFFIC GROWTH SERVICE LEVELS AM PEAK HOUR

APPENDIX G - 2029 TRAFFIC GROWTH SERVICE LEVELS PM PEAK HOUR

APPENDIX H - ONE-WAY PAIR SERVICE LEVELS AM PEAK HOUR

APPENDIX I - ONE-WAY PAIR SERVICE LEVELS PM PEAK HOUR

APPENDIX J - BYPASS ROUTE TRAVEL TIME ESTIMATES

Background:

The Village of Dexter commissioned a study of traffic conditions in the downtown area in response to continued deterioration of the Mill Pond Bridge, and the need to expeditiously plan for the replacement of the structure. Currently, the two-lane bridge is posted with a maximum weight limit of 10 tons, and continued deterioration over the next several years could result in a closure of this crossing. Adding to the sense of urgency is the need to secure federal critical bridge replacement funds through the Michigan Department of Transportation (MDOT) by the Washtenaw County Road Commission (WCRC). The bridge is currently under the jurisdiction and control of WCRC.

Main Street was redeveloped several years ago in a modern streetscape configuration with wide sidewalks, ample pedestrian amenities, ornamental streetlights and traffic signals and angle parking. Formerly Main Street consisted of a four-lane section with parallel parking on each side of the street. Main Street provides for one travel lane in each direction with a center left turn lane provided at intersections for shadowing and storing left turning vehicles. To the west, the intersection of Island Lake Road and Dexter-Pinckney Road feeds traffic eastbound onto the continuation of Dexter-Pinckney Road, which becomes Main Street at the intersection with Dexter-Chelsea Road. To the east, Ann Arbor Road feeds westbound traffic onto Main Street. This flow is supplemented by the termination of Baker Road at Main Street. Unique to the alignment of Main Street/Dexter-Pinckney Road is the railroad underpass located just west of the intersection of Main Street and Dexter-Chelsea Road. Dexter-Pinckney Road passes under the railroad tracks through a one-lane portal tunnel with reduced side and over clearances. This underpass creates a bottleneck that restricts traffic flow in both the east and westbound directions. The underpass, along with Dexter-Pinckney Road, Dexter-Chelsea Road and Island Lake Road west of the village are under the jurisdiction and control of the WCRC. The proximity of the underpass to the Mill Pond Bridge has dictated that both be replaced as a single project.

The Main Street/Dexter-Pinckney Road corridor, and the adjoining Baker Road corridor and Ann Arbor Road corridor, currently experience periods of congestion and delay as traffic tries to navigate to/from the Ann Arbor area into the northwest part of Washtenaw County. Growth within the village and more particularly in the adjacent townships has generated significant traffic flow issues in and through the village. The need to plan for the replacement of the Mill Pond Bridge, coupled with anticipated continued growth in traffic volumes over the next 25

years, has generated the need to examine the future configuration of the bridge, underpass and primary corridors that provide for through traffic movements in the village.

To this end, the village commissioned a traffic study of current and future conditions. The charge is to first examine traffic patterns existing today, and identify areas where undesirable traffic operations exist. Alternatives aimed at alleviating existing undesirable traffic operations are to be identified.

Secondly, traffic projections for the year 2029 are to be calculated and an estimate of future traffic conditions provided, allowing for only the known changes in the area's traffic management strategy that will most likely be implemented by 2029. Finally two options for replacing the Mill Pond Bridge are to be evaluated. The first option is a three-lane configuration and the second option is a five-lane configuration. At the outset of the study there were some limitations set on the expanding of traffic lanes through the village. More specifically, it is not desirable to add traffic lanes in the downtown area. Also, downtown merchants do not support the creation of one-way streets. Given these limitations, future solutions to anticipated traffic problems should stress sound traffic management strategies and the implementation of full technological advancements in traffic signal system operations.

Figure 1 on the following page illustrates the study area used to evaluate current and future traffic flow characteristics. Of primary interest are the signalized intersections currently under the jurisdiction and control of the village. These include Main Street and Broad, Main Street and Baker Road, Dexter-Ann Arbor Road and Meadowview, Dexter-Ann Arbor Road and Dan Hoey Road and Dan Hoey Road and Baker Road. Arterial corridors that are under the control of the village are the Main Street/Ann Arbor Road Corridor and the Baker Road Corridor.

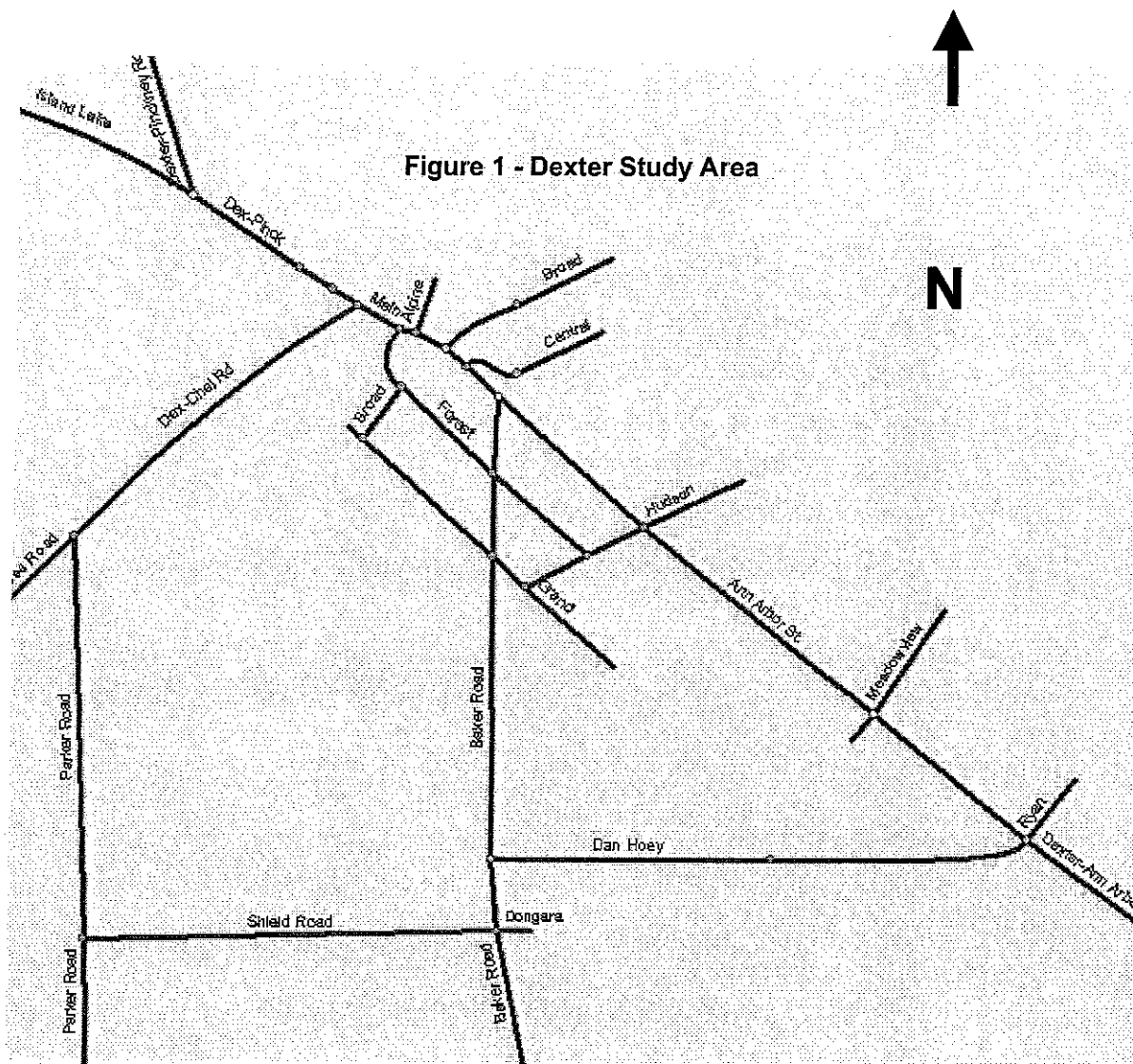


Figure 1 - Dexter Study Area

Figure 1 - Study Area

Study Procedure

Roadway operations are classified by traffic flow and delay characteristics along the length of the roadway and particularly at individual intersections. This concept and the methods of study for determining intersection service levels are detailed in the Transportation Research Board publication entitled *Highway Capacity Manual (HCM2000)*. Level of Service (LOS) is a standardized measure that reflects the degree of congestion and amount of vehicular delay in seconds experienced by motorists. LOS is expressed as a letter between A and F. LOS A

represents a situation where motorists experience minimal congestion, minimal delays, and free-flow travel. At the other end of this qualitative measure, LOS F represents a situation where motorists experience extreme congestion, long delays, and severely impeded traffic flows. LOS D is typically considered the minimum acceptable level in an urban environment. The following two tables list the threshold values of vehicular delay that are associated with each LOS:

LOS	Delay/Vehicle (Seconds)	Description
A	≤ 10	Little or no delay, very low main street volumes
B	> 10 and < 15	Short traffic delays, many acceptable gaps
C	> 15 and < 25	Average traffic delays, frequent gaps still occur
D	> 25 and < 35	Long traffic delays, limited number of acceptable gaps
E	> 35 and ≤ 50	Very long traffic delays, very small number of acceptable gaps
F	> 50	Extreme traffic delays, virtually no acceptable gaps in traffic

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, 1998

Level of Service Criteria for Unsignalized Intersections

LOS	Delay/Vehicle (Seconds)	Description
A	≤ 10	Most vehicles do not stop at all
B	> 10 and < 20	More vehicles stop than for LOS A
C	> 20 and < 35	The number of vehicles stopping is significant, although many pass thru without stopping
D	> 35 and < 55	Many vehicles stop. Individual cycle failures are noticeable.
E	> 55 and < 80	Considered being the limit of acceptable delay. Individual cycle failures are frequent.
F	> 80	Extreme traffic delays, virtually no acceptable gaps in traffic

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, 1998

Level of Service Criteria for Signalized Intersections

For this study, the traffic analysis capabilities of the Synchro traffic analysis computer program were utilized. This program models the physical characteristics of the transportation network and predicts service levels for various traffic characteristics and traffic control strategies. The output from the Synchro is compatible with the HCS 2000 program and control delay at an intersection was used to determine the resulting service levels associated with a number of scenarios. The scenarios studied included 1) existing traffic conditions and control strategies, 2) existing traffic conditions and optimized traffic control strategies, 3) back ground traffic growth and optimized traffic control strategies, and 4) implementation of a one-way pair street configuration with new traffic signals.

Data Collection

Traffic volumes were counted at several intersections in the study area to provide data for the initial base line evaluation of 2004 peak hour traffic operations. The 2004 traffic volume data was collected between December 16 and December 18, 2003 and between March 9 and 25, 2004 during a Tuesday, Wednesday or Thursday. These counts were obtained for the a.m. (7:00 a.m. to 8:00 a.m.) and p.m. (5:00 p.m. to 6:00 p.m.) peak hours. Digital turning movement count boards were used to record turning movements for each intersection approach. Automobile movements were collected separately from commercial/bus vehicle movements. The count data was downloaded from the collectors and the Petra software program was used to create peak volume tables and turning movement diagrams for the baseline a.m. and p.m. peak hour periods. Intersections that were counted include:

1. Island Lake Road and Dexter-Pinckney Road
2. Main Street/Dexter-Pinckney Road and Dexter-Chelsea Road
3. Main Street and Jeffords
4. Main Street and Alpine
5. Main Street and Broad
6. Main Street and Central
7. Main Street and Baker Road
8. Baker Road and Shield Road
9. Shield Road and Parker Road and
10. Parker Road and Dexter-Chelsea Road

Previously, traffic counts were obtained at several intersections associated with the planning for school area traffic controls in the spring of 2003. The dates during which school crossing counts were obtained included May 19 through 28 on a Tuesday, Wednesday or Thursday. The a.m. peak hour from 7:00 to 9:00 was counted and the mid-afternoon count from 2:00 to 4:00 p.m. was counted due to the hours during which traffic associated with a neighboring school site was greatest. Even though the school traffic time periods were not the same as those obtained for the p.m. peak hour they are representative of a near-peak traffic flow condition and were used in the analysis. These intersections that include mid-afternoon peak traffic flows include:

1. Ann Arbor Road and Meadowview Road
2. Ann Arbor Road and Dan Hoey Road and
3. Baker Road and Dan Hoey Road

2004 Existing Conditions Service Levels:

Together these thirteen intersections provide sufficient data to evaluate the current transportation network to define existing service levels during the a.m. and p.m. peak hours.

Table 1 - AM Peak Hour 2004 Baseline LOS lists the results of the analysis for the intersections of interest to the village. The table lists seconds of delay and LOS for each control movement.

Note that at the intersection of Dexter-Chelsea/Dexter-Pinckney Road the eastbound delay is listed as 0 seconds. Table 1 lists the resulting LOS determinations due to control delay only, not the delay due to a backup from an adjacent intersection. There are no traffic control induced delay for the eastbound or westbound movement. Traffic has been observed to back up through this intersection in the eastbound direction during the a.m. peak hour, which is not reflected in the LOS determination contained in Table 1. The source of the traffic backup during the a.m. peak hour is the traffic signal control delay at the intersection of Main Street and Broad Street.

Table 1 - AM Peak Hour 2004 Baseline LOS

Intersection	Contr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	24.3	-	24.3	C	-	-	-	-	-	0	0	A	11.6	0	-	B	B
Main/Broad	Signal	-	-	-	-	24.8	-	24.0	C	4.4	97.9	-	F	-	11.8	15.9	B	E
Main/Central	Stop	-	-	-	-	>80	-	9.9	F	-	0	0	A	8.0	0	-	A	C
Main/Baker	Signal	18.6	-	16.8	B	-	-	-	-	-	15.1	22.2	B	10.7	9.2	-	A	B
Ann Arbor/Dan Hoey	Signal	36.1	51.8	51.8	D	29.9	27.4	27.4	C	1.4	4.5	4.5	A	4.2	2.4	2.4	A	B
Ann Arbor/Meadow	Signal	29.3	28.2	28.2	C	29.5	27.8	27.8	C	0.8	1.9	0.4	A	1.8	1.9	1.6	A	A
Baker/Dan Hoey	Signal	-	16.4	16.4	B	13.1	37.9	-	C	-	-	-	-	15.9	-	16.4	B	C

During the a.m. peak hour the eastbound approach to Main Street and Broad experiences significant delay for the through movement. The intersection of Main and Central experiences significant delay for the southbound left turn movement. Table 2 - AM Peak Hour 2004 Baseline 95 % Queue Length lists the predicted length of traffic backup for each approach at the

intersections of interest to the village. The resulting traffic backup frequently extends to the west at least to the railroad overpass and at times can extend all of the way to the Dexter-Pinckney/Island Lake intersection.

Table 2 - AM Peak Hour 2004 Baseline 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	69	-	69		-	-	-		-	0	0		23	0	-	
Main/Broad	-	-	-		88	-	54		15	702	-		-	126	19	
Main/Central	-	-	-		210	-	4		3	0	-		-	0	0	
Main/Baker	108	-	6		-	-	-		-	157	71		44	54	-	
Ann Arbor/Dan Hoey	41	45	45		32	19	19		1	44	3		10	31	0	
Ann Arbor/Meadow	41	45	45		32	19	19		1	44	3		10	31	0	
Baker/Dan Hoey	-	222	222		68	567	-		-	-	-		114	-	21	

Table 3 - PM Peak Hour 2004 Baseline LOS lists the results of the analysis for the intersections of interest to the village. During this peak hour the northbound movement at Dexter-Pinckney/Dexter-Chelsea experiences excessive congestion caused by a lack of acceptable gaps in the westbound Main Street traffic stream. Overall this intersection operates at LOS B, but that is only because there is no delay associated with the Main Street through movements.

Table 3 - PM Peak Hour 2004 Baseline LOS

Intersection	Contr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	481	-	481	F	-	-	-	-	-	0	0	A	85	0	-	A	C
Main/Broad	Signal	-	-	-	-	21.1	-	24.3	C	11.6	10.6	-	B	-	50.1	6.6	D	C
Main/Central	Stop	-	-	-	-	56.6	-	21.4	E	12.7	0	-	B	-	0	0	A	C
Main/Baker	Signal	10.8	-	0.2	A	-	-	-	-	-	17.1	0.2	A	18.0	25.3	-	C	B
Ann Arbor/Dan Hoey	Signal	23.1	19.5	19.5	C	28.7	27.6	27.6	C	3.9	6.0	6.0	A	2.6	3.7	3.7	A	A
Ann Arbor/Meadow	Signal	30.4	28.9	28.9	C	29.9	28.7	28.7	C	3.5	5.0	3.7	A	1.3	2.4	1.2	A	A
Baker/Dan Hoey	Signal	-	11.0	11.0	B	6.8	6.2	-	A	-	-	-	-	27.1	-	32.2	C	B

Table 4 - PM Peak Hour 2004 Baseline 95 % Queue Length lists the predicted length of traffic backup for each approach at the intersections of interest to the village. The westbound movement at Main and Broad creates a traffic backup in excess of 600 feet, which is greater than the available length of street available for storage. Thus at times during the p.m. peak hour, traffic may backup through the intersection of Main and Baker Road.

Table 4 - PM Peak Hour 2004 Baseline 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	467	-	467		-	-	-		-	0	0		8	0	-	
Main/Broad	-	-	-		67	-	91		37	167	-		-	653	16	
Main/Central	-	-	-		21	-	10		14	0	-		-	0	0	
Main/Baker	146	-	0		-	-	-		-	124	0		46	282	-	
Ann Arbor/Dan Hoey	37	31	31		29	22	22		9	219	219		24	131	131	
Ann Arbor/Meadow	4	38	32		31	25	25		25	183	11		2	80	4	
Baker/Dan Hoey	-	286	286		27	113	-		-	-	-		129	-	48	

Summary of 2004 Conditions Service Impacts:

During the 2004 a.m. peak hour there is not an overall failure of the transportation system in the village. Specific movements at individual intersections do experience undesirable traffic operations or excessive queue lengths. These problem intersections are:

1. Eastbound through movement at Main and Broad (LOS F)
2. Excessive eastbound queue length at Main and Broad (702 feet)
3. Excessive queue length at Baker Road and Dan Hoey (567 feet)

During the p.m. peak hour there is not an overall failure of the transportation system; however, specific movements at individual intersections do experience undesirable traffic operations or excessive queue lengths. These problem intersections are:

1. The northbound approach to Dexter-Pinckney Road and Dexter-Chelsea Road (LOS F)
2. Excessive queue length at the northbound approach to Dexter-Pinckney Road and Dexter-Chelsea Road (467 feet)
3. Excessive queue length at westbound Main and Broad (653 feet)

2004 Conditions With Optimized Traffic Signal Timings:

The 2004 existing condition LOS predictions indicate that it may be prudent to re-evaluate traffic control strategies and operational plans. The process of traffic signal optimization may hold the promise of facilitating traffic movements with greater efficiency, less stopped delay and reduced congestion without significantly impacting travel speeds. The overall goal of optimizing the traffic signal system is to reduce overall delay, and thus reduce the length of queue backups through adjacent intersections.

The village traffic signals are operated in a time-based coordination mode with a 70-second cycle length. This method of coordinating adjacent traffic signals is a very basic configuration. A modernization of the method of coordination (from a fixed time pre-timed mode to a traffic actuated mode), along with a re-timing of traffic signals in response to current traffic volume counts, will provide for the preservation of roadway and intersection capacity. The results of the optimization effort are listed in the following set of tables. Table 5 - AM Peak Hour 2004 Optimized LOS lists the impact of the traffic signal re-timing strategy on the intersections of interest in the village. A new traffic signal system timing cycle of 120 seconds provides for the optimal control of vehicular flow along Main Street during the a.m. peak hour. During the p.m. peak hour a traffic signal system timing cycle of 110 seconds appears to be optimal. The

current traffic signal controllers have the capacity to be re-programmed to these optimal cycle lengths.

Table 5 - AM Peak Hour 2004 Optimized LOS

Intersection	Contr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	24.3	-	24.3	C	-	-	-	-	-	0	0	A	11.6	0	-	B	B
Main/Broad	Signal	-	-	-	-	67.5	-	51.2	E	2.2	24.3	-	A	-	1.4	0.2	A	C
Main/Central	Stop	-	-	-	-	71.6	-	9.9	F	8.0	0	-	A	-	0	0	A	B
Main/Baker	Signal	65.4	-	40.6	E	-	-	-	-	-	4.4	3.6	A	4.5	4.0	-	A	B
Ann Arbor/Dan Hoey	Signal	27.8	27.4	27.4	C	29.9	27.3	27.3	C	1.5	5.2	5.2	A	4.2	2.4	2.4	A	A
Ann Arbor/Meadow	Signal	29.3	28.2	28.2	C	29.5	27.8	27.8	C	1.8	3.9	2.1	A	1.9	2.0	1.8	A	A
Baker/Dan Hoey	Signal	-	5.7	5.7	A	4.5	10.4	-	A	-	-	-	-	28.6	-	15.7	C	B

The cells in Table 5 have been color coded to reflect significant changes in service levels that would accompany traffic signal optimization. The green cell color indicates that operations are improved over the non-optimized condition. The yellow cell color indicates that operations are marginally worse, but still within acceptable limits. The red cell color indicates that operations are worse and would result in a change from an acceptable service level to one that includes significant delay. If a cell contains no color, then no significant change in service levels is predicted to occur. Two intersections: Main/Broad and Main/Baker would have a reduction in LOS for the minor leg approaches. Both approaches would be operating at the highest capacity and overall both would achieve acceptable service levels.

Table 6 - AM Peak Hour 2004 Optimized 95 % Queue Length lists the predicted length of traffic backup for each approach at the intersections of interest to the village. A similar color scheme is used to illustrate the overall impact on queue lengths. A green cell indicates that the queue length has been significantly improved. A yellow cell color indicates that the queue is marginally longer, but the queue length does not extend back through the next upstream intersection. A red cell color indicates that the queue length is worse and does extend back through the next

upstream intersection. A white cell indicates that there would be no appreciable change in queue lengths.

Table 6 - AM Peak Hour 2004 Optimized 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	69	-	69		-	-	-		-	0	0		23	0	-	
Main/Broad	-	-	-		163	-	120		13	969	-		-	19	0	
Main/Central	-	-	-		195	-	4		3	0	-		-	0	0	
Main/Baker	244	-	26		-	-	-		-	141	63		40	48	-	
Ann Arbor/Dan Hoey	30	42	42		57	32	32		3	299	299		78	36	36	
Ann Arbor/Meadow	41	45	45		32	19	5		152	19	19		11	34	0	
Baker/Dan Hoey	-	190	190		53	496	-		-	-	-		139	-	26	

The queue length implication during the a.m. peak hour is that the eastbound queue length at Main and Broad would grow by about 250 feet and extend back through the railroad underpass toward Dexter-Pinckney/Island Lake. The increase in the system signal cycle length from 70 seconds to an optimized 120 seconds results in an overall improvement in queue lengths, except for the eastbound through travel at Main and Broad.

Table 7 - PM Peak Hour 2004 Optimized LOS lists the impact of the traffic signal re-timing strategy on the intersections of interest in the village.

Table 7 - PM Peak Hour 2004 Optimized LOS

Intersection	Contr Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	201	-	201	F	-	-	-	-	-	0	0	A	8.5	0	-	A	B
Main/Broad	Signal	-	-	-	-	42.7	-	46.6	D	5.4	6.9	-	A	-	12.9	1.7	B	B
Main/Central	Stop	-	-	-	-	52.1	-	19.9	D	12.0	0	-	A	-	0	0	A	C
Main/Baker	Signal	55.9	-	0.2	D	-	-	-	-	-	11.7	0.2	A	9.2	12.5	-	B	C
Ann Arbor/Dan Hoey	Signal	29.5	27.7	27.7	C	28.2	27.2	27.2	C	3.1	4.8	4.8	A	2.7	3.8	3.8	A	A
Ann Arbor/Meadow	Signal	30.4	28.9	28.9	C	29.9	28.7	28.7	C	1.9	2.8	1.6	A	1.3	2.4	1.2	A	A
Baker/Dan Hoey	Signal	-	9.0	9.0	A	4.6	4.9	-	A	-	-	-	-	21.3	-	18.7	C	A

The Dexter-Pinckney/Dexter-Chelsea intersection will continue to experience significant delay for the northbound movement during this peak hour. The amount of delay per vehicle, however will be cut in half through the optimization of traffic signal timing along Main Street.

Table 8 - PM Peak Hour 2004 Optimized 95 % Queue Length lists the predicted length of traffic backup for each approach at the intersections of interest to the village. The northbound approach to Main/Baker will experience a longer queue length that will extend south through the next intersection.

Table 8 - PM Peak Hour 2004 Optimized 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	325	-	325		-	-	-		-	0	0		8	0	-	
Main/Broad	-	-	-		110	-	109		25	152	-		-	586	9	
Main/Central	-	-	-		19	-	9		13	0	-		-	0	0	
Main/Baker	420	-	0		-	-	-		-	171	0		42	303	-	
Ann Arbor/Dan Hoey	54	47	47		28	21	21		7	198	198		26	143	54	
Ann Arbor/Meadow	38	32	32		31	25	25		13	100	5		2	80	4	
Baker/Dan Hoey	-	296	296		35	130	-		-	-	-		99	-	34	

Optimization of the traffic signal coordination system will overall improve all of the undesirable traffic situations previously identified. There will continue to be traffic operations issues however. During the p.m. peak hour the northbound approach at Dexter-Pinckney and Dexter-Chelsea Road will experience undesirable LOS F, and also experience a queue length of 325 feet. The westbound through movement at Main Street and Broad will experience an excessive queue length of 586 feet, which will impact traffic at the intersection of Main Street and Central. In spite of these lingering issues, overall the optimization of traffic signal timings and coordination offsets will have a positive impact on the 2004 traffic operations along village streets.

Background Traffic Growth to 2029

Background traffic growth will continue to impact the quality of traffic operations in the village. Background traffic growth is new vehicle trips associated with continued development projects located in the village and in the neighboring townships. The Washtenaw Area Transportation Study Committee (WATS) and Southeast Michigan Council of Governments is developing population and work growth projections for this portion of Washtenaw County. A conservative estimate of annual traffic growth of 2.5 percent was applied to the 2004 traffic volumes, and extended over the next twenty-five (25) years. The 2004 volumes were multiplied by this growth rate and an estimate of the year 2029 traffic volumes was created. An underlying assumption is that traffic patterns will not materially change between now and 2029. The individual turning

movements at each intersection analyzed in this study were increased by approximately 85 percent to reflect this growth rate

The resulting traffic volumes are those that should be used to identify traffic flow characteristics associated with the Mill Pond Bridge replacement, since by 2029 it can be anticipated that this replacement project will come to fruition. Levels of service calculations were repeated using these future volumes. The transportation system was kept the same as that used in the 2004 optimized analysis, except that transportation improvements that are known at this time were included in the modeling effort. The intersection of Baker Road and Shield Road was assumed to be signalized, and the village's coordinated traffic signal system was assumed to be optimized in all 2029 scenarios.

The results of the 2029 analysis are presented in the following set of tables. Table 9 - AM Peak Hour 2029 Optimized LOS lists the impact of the traffic signal re-timing strategy on the intersections of interest in the village.

Table 9 - AM Peak Hour 2029 Optimized LOS

Intersection	Confr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	*	-	*	F	-	-	-	-	-	0	0	A	63.4	0	-	F	F
Main/Broad	Signal	-	-	-	-	38.5	-	30.8	C	4.3	495	-	F	-	3.5	0.5	A	F
Main/Central	Stop	-	-	-	-	>80	-	12.1	F	9.0	0	-	A	-	0	0	A	F
Main/Baker	Signal	71.9	-	18.8	E	-	-	-	-	-	19.0	8.0	B	51.0	5.2	-	C	C
Ann Arbor/Dan Hoey	Signal	30.3	31.1	31.1	C	17.4	28.9	28.9	F	1.3	22.2	22.2	C	56.6	2.5	2.5	F	E
Ann Arbor/Meadow	Signal	28.6	35.7	35.7	C	31.3	26.2	26.2	C	1.1	8.8	0.6	A	14.2	3.3	2.8	A	B
Baker/Dan Hoey	Signal	-	23.3	23.3	C	62.2	17.0	-	F	-	-	-	-	16.4	-	27.5	F	F

* Volume to capacity ratio is greater than 10 and movement Fails

Table 10 - AM Peak Hour 2029 Optimized 95 % Queue Length lists the predicted length of traffic backup for each approach at the intersections of interest to the village.

Table 10 - AM Peak Hour 2029 Optimized 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	*	-	*		-	-	-		-	0	0		226	0	-	
Main/Broad	-	-	-		178	-	163		26	1467	-		-	36	1	
Main/Central	-	-	-		*	-	*		7	0	-		-	0	0	
Main/Baker	357	-	25		-	-	-		-	68	3		152	51	-	
Ann Arbor/Dan Hoey	54	112	112		160	54	54		2	835	835		245	41	41	
Ann Arbor/Meadow	67	166	166		65	27	27		2	76	76		60	54	1	
Baker/Dan Hoey	-	263	263		251	1426	-		-	-	-		536	-	48	

* Queue length is theoretically infinite

Table 11 - PM Peak Hour 2029 Optimized LOS lists the impact of the traffic signal re-timing strategy on the intersections of interest in the village.

Table 11 - PM Peak Hour 2029 Optimized LOS

Intersection	Contr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Yield	*	-	*	F	-	-	-	-	-	0	0	A	10.5	0	-	A	F
Main/Broad	Signal	-	-	-	-	21.7	-	102	F	114	48.3	-	E	-	422	5.3	F	F
Main/Central	Stop	-	-	-	-	*	-	*	F	280	0	-	F	-	0	0	A	F
Main/Baker	Signal	103	-	0.5	F	-	-	-	-	-	16.1	0.2	A	13.6	84.1	-	F	E
Ann Arbor/Dan Hoey	Signal	33.9	28.2	28.2	C	30.4	26.6	26.6	C	2.3	6.8	6.8	A	18.2	10.2	10.2	B	B
Ann Arbor/Meadow	Signal	30.6	27.9	27.9	C	30.0	27.6	27.6	C	4.1	3.6	0.8	A	1.0	4.3	0.9	A	A
Baker/Dan Hoey	Signal	-	34.6	34.6	C	370	7.7	-	E	-	-	-	-	118	-	41.5	F	D

* Volume to Capacity Ratio is greater than 10 and movement Fails

Table 12 - PM Peak Hour 2029 Optimized 95 % Queue Length lists the predicted length of traffic backup for each approach at the intersections of interest to the village.

Table 12 - PM Peak Hour 2029 Optimized 95% Queue Length

Intersection	Queue Length, feet															
	NB				SB				EB				WB			
	Lt	T	Rt		Lt	T	Rt		Lt	T	Rt		Lt	T	Rt	
Dex-Pinckney/Dex-Chelsea	*	-	*		-	-	-		-	0	0		23	0	-	
Main/Broad	-	-	-		116	-	325		102	565	-		-	972	15	
Main/Central	-	-	-		*	-	*		277	0	-		-	0	0	
Main/Baker	718	-	0		-	-	-		-	141	0		39	647	-	
Ann Arbor/Dan Hoey	107	83	83		54	34	34		2	184	184		150	407	407	
Ann Arbor/Meadow	62	44	44		51	34	34		11	96	2		1	57	0	
Baker/Dan Hoey	-	245	245		188	290	-		-	-	-		415	-	185	

* Queue length is theoretically infinite

The 2029 volumes will create significant areas of unacceptable traffic operations in the village. Traffic signal optimization and coordination will be able to relieve some of these concerns, but absent an extensive transportation improvement project to increase capacity, there will be little that can be done to restore acceptable traffic operations.

Mill Pond Bridge Alternatives

The Mill Pond Bridge lies along Main Street between Dexter-Chelsea Road and Jeffords. There are two options currently under discussion relating to the width of the bridge. The first option is a three-lane bridge and a bypass route around the village. The second is a five-lane bridge with no bypass route. A brief discussion of the bypass impact is located later in this report

The selection of a three-lane bridge configuration, without the creation of a bypass route, would have little impact on traffic operations in the village. There would remain only two lanes of through travel on the bridge, which would provide lane continuity with the number of travel lanes that will remain along Main Street. The third lane would be used as a left turn lane for traffic turning from westbound Main Street onto southbound Dexter-Chelsea Road. In all likelihood a new traffic signal would be needed to assign right of way at the intersection of Dexter-Chelsea

Road and Main Street. The capacity of the bridge would match the capacity of Main Street. Since no traffic would be diverted to any bypass, the capacity and delay conditions as predicted with the 2029 analysis can reasonably be expected to occur with the three lane bridge alternative.

The selection of a three-lane bridge configuration that includes the creation of a bypass route would achieve congestion relief for about half of the vehicles predicted to travel through the village. The directional split in existing traffic volumes at Main/Baker indicates that about half of the eastbound approach vehicles would see a benefit by using a bypass. There would still be a significant eastbound through volume that would receive no benefit from using a bypass.

The selection of a five-lane bridge configuration would not provide relief to Main Street congestion. Main Street will not be widened. To do so would blind the vision of the community. The capacity of a five lane bridge section would be sufficient to handle the anticipated 2029 traffic volumes; however, because Main Street will remain in its current configuration, the additional capacity will have no impact on Main Street traffic flows. Thus the traffic conditions predicted in 2029 will also occur with the five-lane bridge option.

Additional Scenarios

A suggestion was made to construct a three-lane bridge (and four-lane underpass) to replace the Mill Pond Bridge, and also construct a two-lane bridge on an extension of Grand across Mill Creek, connecting with Dexter-Chelsea Road. This suggestion may have merit in that it would provide for two routes to cross Mill Creek and provide some potential relief to congested Main Street traffic. Traffic using the two bridges would still be combined at the new railroad underpass (which will replace the existing underpass) and ultimately connect with Island Lake Road to the west of the village. It would be reasonable to construct a new traffic signal at the intersection of Main Street and Dexter-Chelsea Road, and another traffic signal would most likely be needed at Baker Road and Grand. This diversion of Main Street traffic would most likely result in significant reductions to Main Street congestion, but the predicted congestion along Baker Road and at the railroad underpass would remain unresolved.

A one-way pair configuration for Main Street and either Forest or Grand was suggested as a way of alleviating Main Street congestion. Downtown merchants and emergency response departments have opposed this suggestion. An analysis of a one-way pair was performed and

while it does alleviate total congestion along Main Street, problems along Baker Road and to the west of the railroad underpass remain unresolved. Since the beginning of the one-way street system would start at Dexter-Chelsea/Dexter-Pinckney, the underpass capacity issue would remain, as it currently exists. This alternative also creates the need to provide additional traffic signals at Baker and Forest (or Grand).

A Synchro modeling effort was conducted for the one-way pair scenario. Changes to the transportation system included reconfiguring the intersection of Main and Jeffords to accommodate the eastbound Main Street volume, lane widening along Forest, and the installation of two new traffic signals. One new traffic signal was modeled at the intersection of Dexter-Chelsea and Dexter-Pinckney, and the second traffic signal was modeled at the intersection of Baker and Forest. The new configurations are illustrated in Figures 2, 3 and 4.

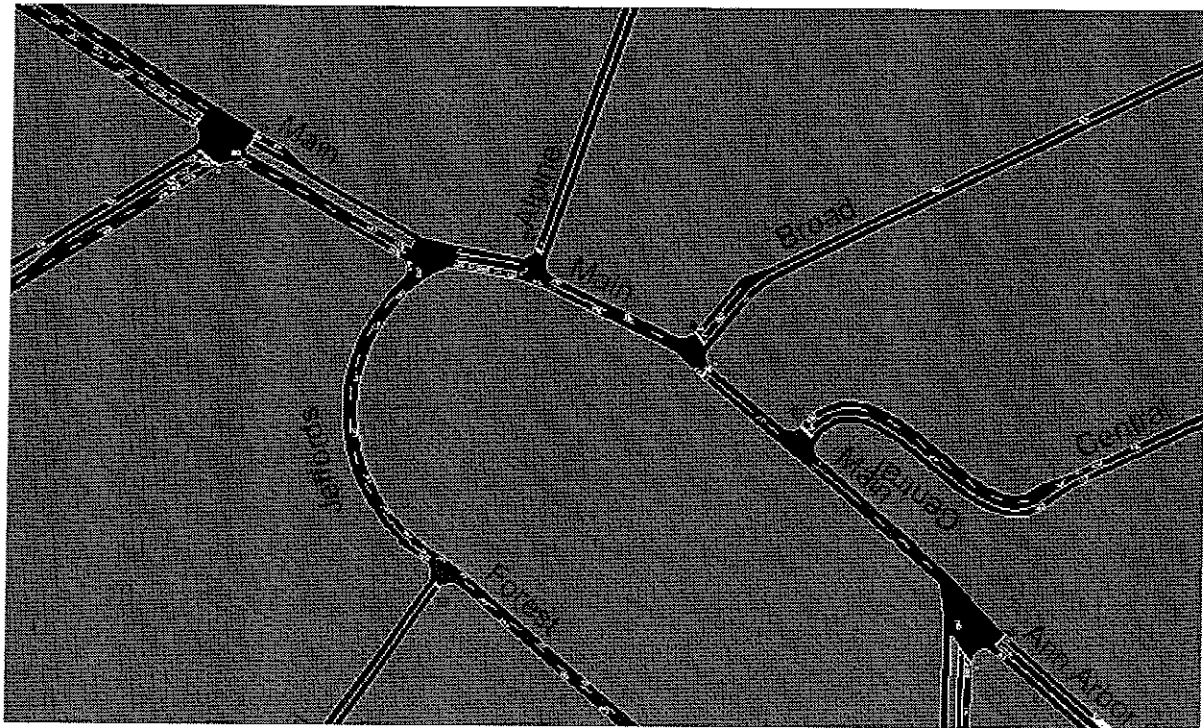


Figure 2 - Jeffords One-Way Couple

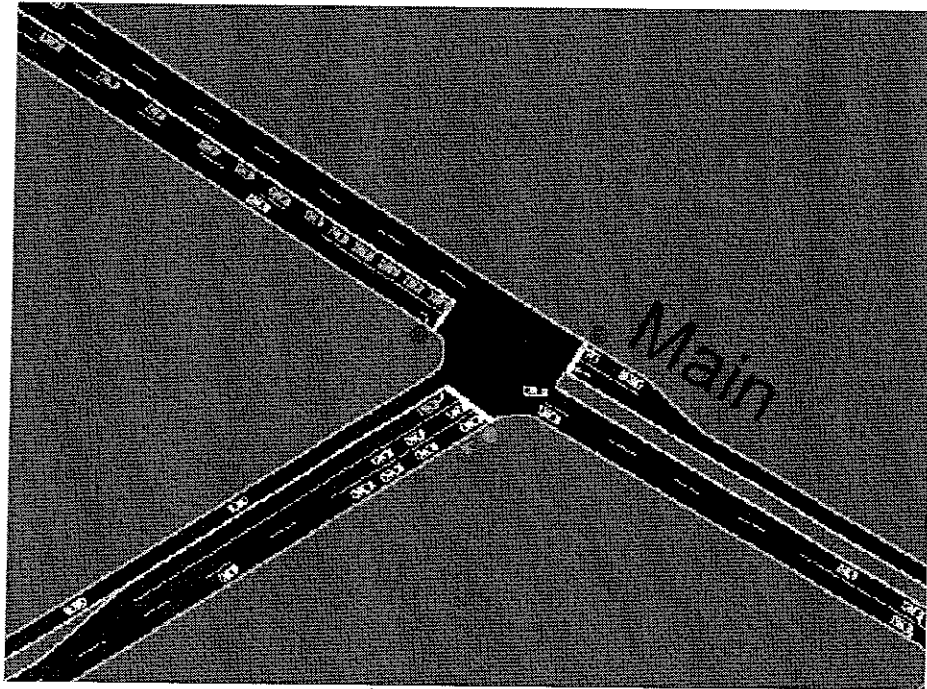


Figure 3 - New Traffic Signal at Dexter-Chelsea/Dexter-Pinckney

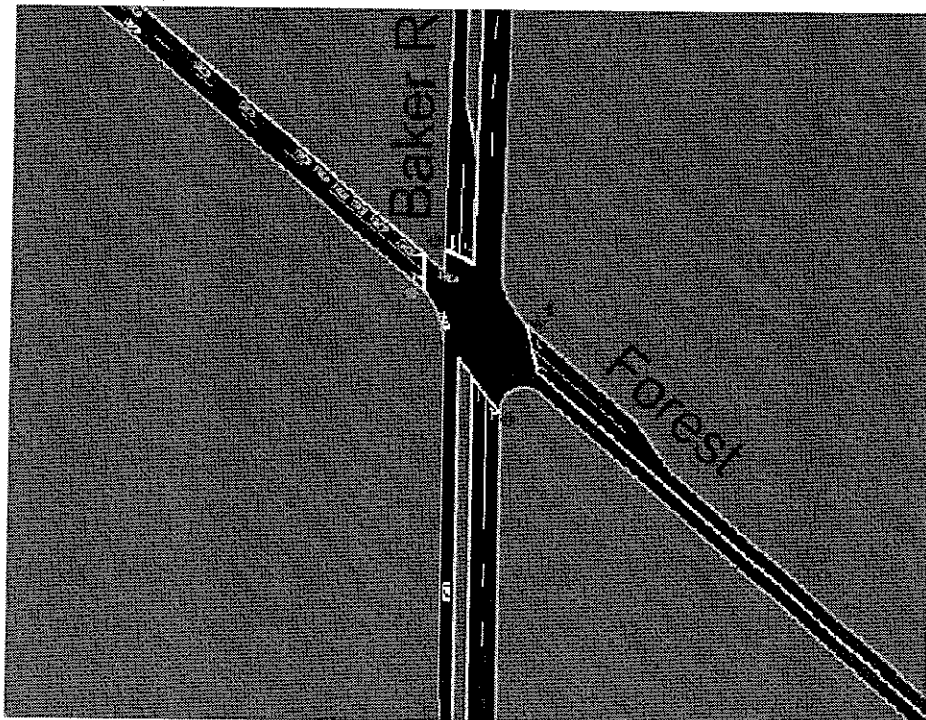


Figure 4 - New Traffic Signal at Baker/Forest

All of the traffic that would normally proceed eastbound on Main Street was modeled to turn onto Jeffords and thence eastward on Forest to Baker Road. Those vehicles that previously headed eastbound on Ann Arbor Road were split at the Forest/Baker Road traffic signal and modeled toward the Baker/main intersection and thence eastward on Ann Arbor Road. The vehicles that previously used Main Street for westbound movement were unaffected by the creation of the one-way pair models.

A LOS determination was made with the one-way pair configuration and the results are listed in Table 13 - AM Peak Hour LOS with One-Way Pair.

Table 13 - AM Peak Hour LOS with One-Way Pair

Intersection	Contr Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Signal	20.8	-	49.8	D	-	-	-	-	-	72.8	3.1	E	41.8	3.1	-	F	F
Main/Jeffords	One-Way	-	-	-	-	-	-	-	-	-	-	0	A	19.3	0	-	F	D
Main/Broad	Signal	-	-	-	-	-	-	24.8	C	-	-	-	-	-	5.0	5.0	A	B
Main/Central	Stop	-	-	-	-	-	-	17.2	C	-	-	-	-	-	0	0	A	A
Main/Baker	Signal	5.0	-	0	A	-	-	-	-	-	-	-	-	21.5	23.9	-	C	A
Forest/Baker	Signal	36.3	36.3	36.3	D	8.5	11.4	11.4	B	6.0	2.7	33.3	C	2.7	-	2.7	A	C
Ann Arbor/Dan Hoey	Signal	26.4	27.7	27.7	C	26.7	23.5	23.5	C	8.1	17.5	17.5	B	58.6	15.3	15.3	C	C
Ann Arbor/Meadow	Signal	28.9	26.9	26.9	C	28.4	26.5	26.5	C	6.8	6.7	2.3	A	2.7	5.9	2.8	A	A
Baker/Dan Hoey	Signal	-	17.2	17.2	B	10.7	34.6	34.6	D	-	-	-	-	11.4	-	31.7	F	D

During the a.m. peak hour all intersections would operate at acceptable service levels with the exception of Dexter-Chelsea/Dexter-Pinckney. At this intersection the problem that the number of Main Street travel lanes is insufficient to accommodate the demand.

Table 14 - PM Peak Hour LOS with One-Way Pair lists the LOS results for the p.m. peak hour.

Table 14 - PM Peak Hour LOS with One-Way Pair

Intersection	Contr. Type	Seconds of Control Delay and LOS by Movement per Approach																LOS
		NB				SB				EB				WB				
		Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	Left	Thru	Rht	L O S	
Dex-Pinckney/Dex-Chelsea	Signal	125	-	44.8	E	-	-	-	-	-	2.6	13	A	19	189	-	F	F
Main/Jeffords	One-Way	-	-	-	-	-	-	-	-	-	-	0	A	17.7	0	-	C	A
Main/Broad	Signal	-	-	-	-	-	-	59.4	E	-	-	-	-	-	18.4	18.4	B	C
Main/Central	Stop	-	-	-	-	-	-	19.6	C	-	-	-	-	-	0	0	A	A
Main/Baker	Signal	27.6	-	27.6	C	-	-	-	-	-	-	-	-	14.8	51.8	-	D	D
Forest/Baker	Signal	6.5	6.5	6.5	A	3.0	1.1	1.1	A	36.6	32.4	72.9	E	30.1	-	31.0	C	C
Ann Arbor/Dan Hoey	Signal	26.4	27.7	27.7	C	26.7	23.5	23.5	C	8.1	17.5	17.5	B	58.6	15.3	15.3	C	C
Ann Arbor/Meadow	Signal	28.9	26.9	26.9	C	28.4	26.5	26.5	C	6.8	6.7	2.3	A	2.7	5.9	2.8	A	A
Baker/Dan Hoey	Signal	-	34.6	34.6	C	36.6	7.5	-	E	-	-	-	-	11.8	-	41.5	F	D

The p.m. peak hour results are similar to those predicted during the a.m. peak hour. The only intersection that would operate at an undesirable service level is the intersection of Dexter-Chelsea/Dexter-Pinckney. The cause of the problem is a lack of through lane capacity along Main Street.

The one-way scenario includes a new railroad underpass that is modeled in a four-lane configuration.

Bypass Scenario

A brief feasibility analysis was undertaken to explore the potential impact of a bypass route to the west of the village. The route would intersect with the Island Lake Road /Dexter Pinckney Road intersection and extend south along west of the railroad tracks. The bypass would terminate at the intersection of Parker Road and Dexter-Chelsea Road, after crossing over the railroad tracks via an at-grade crossing. This route would create an alternative route for motorists to use who desired to travel to/from the northwest to an area south of Dexter (I-94, Jackson Road). The general route (not selected and subject to change) is illustrated in figure 5 on the following page.

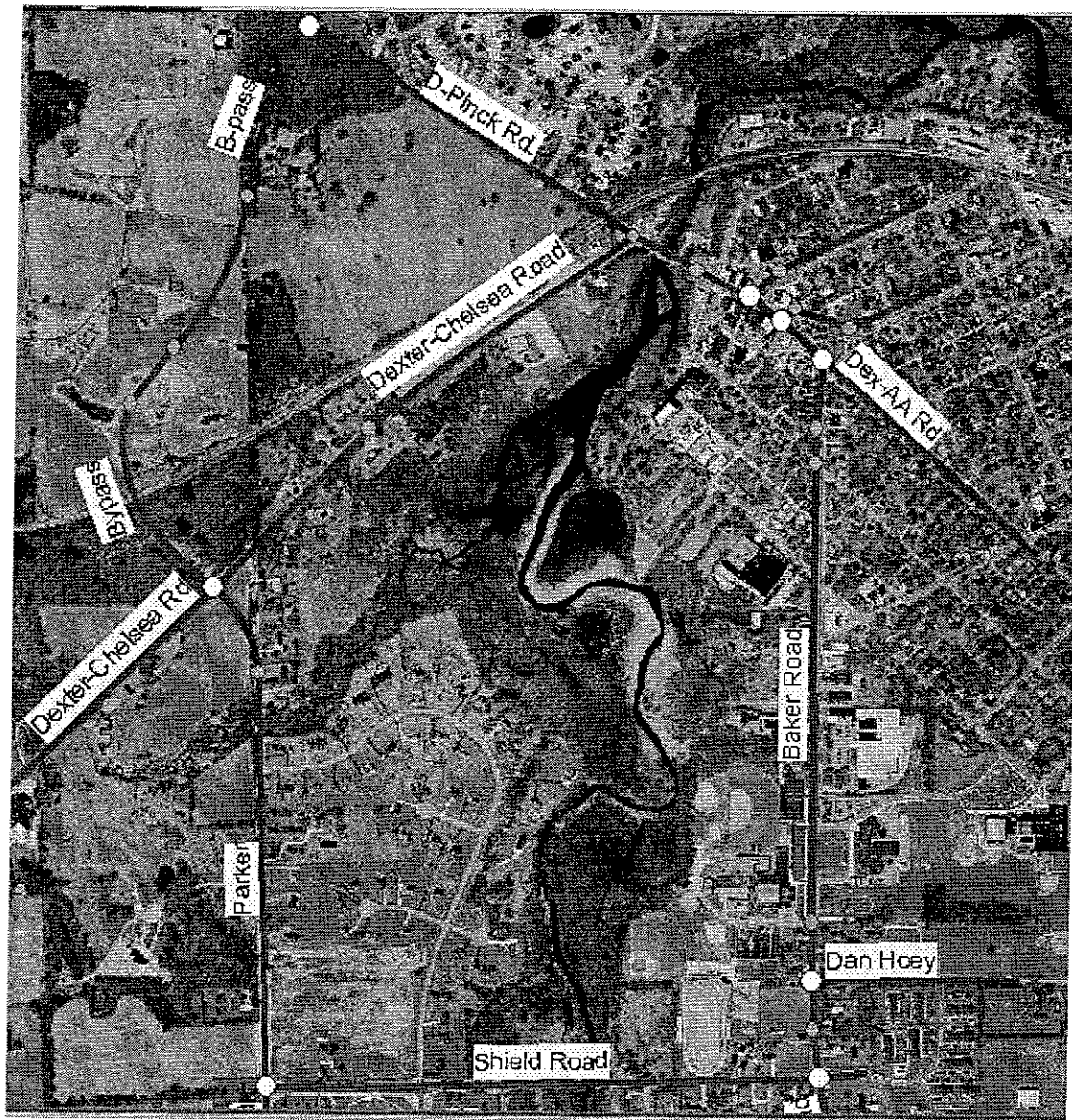


Figure 5 - Bypass Route

The bypass scenario included several improvements to the transportation system. New traffic signals were constructed at the intersection of the Bypass with Dexter-Chelsea Road, at the intersection of Shield Road and Parker Road and at the intersection of Shield Road and Baker Road. This alignment also requires a relocation of the existing intersection locations of Island Lake Road/Dexter-Pinckney Road, and Dexter-Chelsea Road- Parker Road. Additional turning lanes were modeled at all intersections along the new bypass route.

Without a specific origin and destination study, it is difficult to predict the number of vehicles that would take advantage of the new bypass route to avoid Dexter's Main Street and Baker Road corridors. A distribution of future traffic volumes was made using route travel time as a predictor of driver route preferences. For example, if Route A requires 45 percent more travel time between two points than Route B does, it was assumed that 45 percent less vehicles would choose the longer route than would choose the shorter travel time route. In the case of the bypass route, a re-distribution of projected 2029 trips was made with consideration of travel time impacts. The two routes that were evaluated were 1) the current route from Dexter-Pinckney Road/Island Lake Road through downtown Dexter and south along Baker Road to Shield Road; and 2) taking the bypass alignment directly between Dexter- Pinckney/island Lake Road and Baker Road/Shield Road.

During the 2029 a.m. peak hour the total travel time using route 1) was estimated to be 257 seconds. The route 2) travel time was estimated to be 155 seconds. It is thus estimated that the travel time difference between the two routes is 102 seconds, or the travel time for route 1 is 66 percent less than the travel time for route 2. As a result, 66 percent of the vehicles that were projected to use the Main Street route would be diverted to the bypass route. There are many vehicles, however, that would receive no benefit from the bypass route and would still travel through downtown Dexter. These are the vehicles that continue eastward out of the village along Dexter-Ann Arbor Road. Thus, even though 66 percent of the current traffic on Main Street would probably use the bypass route, over 700 vehicles would still proceed eastbound through the village to the intersection of Baker Road and Main Street. This volume is sufficient to overload the street and traffic signal system to the point where undesirable service levels would continue to occur.

During the p.m. peak hour a similar condition would exist, only the primary direction of travel is reversed. During the p.m. peak hour the travel time using the bypass route is estimated to be 158 seconds and the travel time using the Main Street route is estimated to be 195 seconds. Thus, 23 percent of the vehicles using the Main Street Route would be diverted to the bypass routes. Again those vehicles traveling westbound along Dexter-Ann Arbor Road would not receive any benefit from the bypass route and would continue to use Main Street as they travel to the west.

The bypass route study is currently being examined by the WCRC, using updated traffic volumes and origin-destination data. Since the bypass route is under the jurisdiction of the WCRC, no additional analysis of the bypass impact is included in this report. It does not appear that the bypass route will by itself solve the traffic congestion issues present through the village street system.

Appendix J includes the travel time estimates for the bypass scenario during the a.m. and p.m. peak hours.

Conclusion:

Given the limitations imposed on alternatives (i.e. - no additional lanes on Main Street, no bypass and no one-way streets) it will be extremely difficult to mitigate undesirable traffic operations that will occur over the next 25 years. Dexter has only one approach from the west, and continued traffic growth will continue to use this route in order to gain access to I-94 on the Baker Road corridor. That places most of the through traffic on Main Street and Baker Road.

The village can take proactive steps to mitigate undesirable traffic service by re-timing existing traffic signals every three years, and altering their operations to a demand responsive system. The time based coordinated traffic signal systems should be migrated toward a demand responsive system using hard wire interconnect and the full capabilities of existing traffic control equipment should be utilized to reduce delay and congestion. This process will maximize the allocation of right of way to the intersection approaches and the unnecessary stopping of vehicles with no vehicles present on the side street will be eliminated.

The Mill Pond Bridge configuration should remain a three-lane bridge. The bypass issue is not one that the village needs to endorse, as the route and funding commitments would rest with WCRC and the capacity of Main Street will determine traffic flows through the village. The suggestion of a second crossing of Mill Creek does have merit for further study.

A five-lane bridge configuration would not be effective in alleviating Main Street congestion because no additional lanes are to be provided along Main Street. Main Street capacity is the limiting factor that determines the overall service level through the village. Thus an increase in capacity through the bridge section will do nothing to add capacity further to the east.

Finally the option of creating one-way streets, while providing acceptable traffic operations to relieve undesirable LOS impacts, does not meet with community expectations and does not provide relief to other areas of the village that will continue to experience significant traffic congestion.

5-1

28-Dec-04

"This is the summary report that will be provided with each packet. Approval of the total bills and payroll expended, all funds will be necessary."			

VENDOR APPROVAL SUMMARY REPORT

Date: 12/22/2004

Time: 11:06am

Page: 1

Village of Dexter

Vendor Name	Vendor Number	Description	Check Amount	Hand Check Amount
ALLISON BISHOP	MENARD/ALL	travel milage	20 60	0.00
CARDINAL GARDENS	CARDINAL	ground work, bulbs, christmas	1,117 75	0.00
CARLISLE-WORTMAN ASSOCIATES	CARL-WORT	phase II stormwater permit <i>DDA</i>	2,467 31	0.00
CARPENTER HARDWARE & LUMBER	CARPENTER	2X4X10 SPF	1,719 12	0.00
CULLIGAN WATER CONDITIONING	CULLIGAN	water soft replace ck # 28902	139.00	0.00
DEXTER CARDS & GIFTS SHOP	DEX CARDS	transparencies, ink pad	20 20	0.00
DEXTER SENIOR CITIZENS CENTER	DEX SENIOR	January rent	200.00	0.00
DICK LUNDY	LUNDY	OCT, NOV, DEC 2004	150 00	0.00
DTE ENERGY-STREET LIGHTING	DTE ENERGY	traffic signals	3,808 05	0.00
DYKEMA GOSSETT PLLC	DYKEMA	general & disbursements	5,822 62	0.00
ETNA SUPPLY CO	ETNA SUPPL	sensus mtr sr2 equipment	4,690.00	0.00
FUNDBALANCE, INC	FUNDBALANC	ann maint. 12/01/04 - 11/30/05	3,522.00	0.00
GADALETO, RAMSBY & ASSOCIATES	FORT DEARB	life ins. jan 2005	262.50	0.00
GRANT'S AUTOMOBILE & TRUCK	GRANTS AUT	wench stuck van out of mud	55.00	0.00
GREAT LAKES INTERNATIONAL TRUC	GREAT LAKE	install block heater	446 60	0.00
GREAT LAKES SERVICE & SUPPLIES	GREAT L, S	camers inspection service	1,012 50	0.00
HARMON SIGN	HARMON	fence mnt sign	325.00	0.00
HERITAGE NEWSPAPERS	HERITAGE N	ZBA FLETCHER/SCHROEDER	49.50	0.00
KEUSCH, FLINTOFT & CONLIN, P.C.	KEUSCH	absolute title work, alley vac	575.00	0.00
KLAPPERICH WELDING	KLAPPERICH	cut bearing races	80 00	0.00
LANIER WORLDWIDE, INC.	LANIER	PROP TAX LEASED EQUIPMENT	101 26	0.00
MADISON ELECTRIC	MADISON EL	PHIL MHC100	42.16	0.00
MICHIGAN DEPT OF ENVIRONMENTAL	MI DEQ SUR	sewage sludge land app.	1,302.46	0.00
MICHIGAN LOCAL GOVERNMENT	MI LGMA	MLGMA / PROFESSIONAL MEM.	75 00	0.00
MICHIGAN MUNICIPAL RISK	MI RISK MG	FINAL /7/01/04 - 6/30/05	16,691.00	0.00
MICHIGAN POWER RODDING	MICH POWER	JET LINE WITH HI PRESSURE	460.00	0.00
MIDWESTERN CONSULTING	MIDWEST	TREE INVENTORY TASK 600 <i>o the</i>	1,341.65	0.00
NAT CITY, CORPORATE TRUST	NAT CITY	JAN 2005 RENT	550.00	0.00
NEXTEL COMMUNICATIONS	NEXTEL COM	NOV 7 - DEC. 6, 2004	384 96	0.00
OFFICE DEPOT CREDIT PLAN	OFFICE DEP	CHAIR, PATRIOT	302 30	0.00
RICHARD, HILTZ & MCCLIMENT INC	OHM	GENERAL SERVICES	16,584.00	0.00
PETTY CASH REIMBURSEMENT	PETTY CASH	TO BRING PETTY CASH TO \$125.00	85.85	0.00
RONALD A. MEYER ELECTRIC, INC.	RON MEYER	REMOVE BANNER <i>DDA LIGHT POLE WORK</i>	2,055.00	0.00
SBC	SBC	NOV 7 - DEC 8	30 92	0.00
SYNAGRO CENTRAL	SYNAGRO	LIQ DEXTER	10,980 23	0.00
VERDIN COMPANY	VERDIN	PMA CONTRAC 2005 <i>check DDA</i>	415 00	0.00
ASHTENAW CO. DRAIN COMMISSION	DRAIN COM.	PHASE II STORMWATER PERMIT TEM <i>DR</i>	1,100.00	0.00
WASTE MANAGEMENT	WASTE MANA	SERVICE NOV 2004	32,300.30	0.00
Grand Total:			111,284.84	0.00

INVOICE APPROVAL LIST BY FUND

Date: 12/22/2004

Time: 11:05am

Page: 1

Village of Dexter

Fund	Department	GL Number	Vendor Name	Check	Invoice	Due	Amount
Account	Account	Abbrev	Invoice Description	Number	Number	Date	
Fund: General Fund							
Dept: Village Council							
101-101 000-943 000	Council Ch		DEXTER SENIOR CITIZENS CENTER	0		12/21/2004	150.00
			January rent		JANUARY RENT		
					Total Village Council		150.00
Dept: Village Manager							
101-172 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	37.50
			life ins jan 2005		01-01-05 TO 02-01-05		
101-172 000-958 000	Membership		MICHIGAN LOCAL GOVERNMENT	0		12/28/2004	75.00
			MLGMA / PROFESSIONAL MEM		MEMBERSHIP APP		
					Total Village Manager		112.50
Dept: Attorney							
101-210 000-810 000	Attorney F		DYKEMA GOSSETT PLLC	0		12/28/2004	51.00
			blackhawk dev. /signature home		1004676		
101-210 000-810 000	Attorney F		DYKEMA GOSSETT PLLC	0		12/28/2004	1,839.00
			millcreek drive		1004676-2		
101-210 000-810 000	Attorney F		DYKEMA GOSSETT PLLC	0		12/28/2004	3,932.62
			general & disbursements		1004676-3		
101-210 000-810 000	Attorney F		KEUSCH, FLINTOFT & CONLIN, P C	0		12/28/2004	575.00
			absolute title work, alley vac		2		
					Total Attorney		6,397.62
Dept: Village Treasurer							
101-253 000-721 000	Health & I		GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	12.50
			life ins. jan 2005		01-01-05 TO 02-01-05		
					Total Village Treasurer		12.50
Dept: Buildings & Grounds							
101-265 000-727 000	Office Sup		OFFICE DEPOI CREDIT PLAN	0		12/28/2004	201.68
			TONER, BINDERS		236108840000		
101-265 000-727 000	Office Sup		OFFICE DEPOT CREDIT PLAN	0		12/28/2004	49.59
			LABLE PRIVATE, BINDERS		236145143000		
101-265 000-727 000	Office Sup		OFFICE DEPOT CREDIT PLAN	0		12/28/2004	-86.60
			CREDIT - BINDERS RETURNED		CREDIT MEMO		
101-265 000-727 000	Office Sup		OFFICE DEPOT CREDIT PLAN	0		12/28/2004	137.63
			CHAIR, PATRIOT		2660926670010		
101-265 000-728 000	Postage		PETTY CASH REIMBURSEMENT	0		12/28/2004	45.85
			TO BRING PETTY CASH TO \$125 00		DEC 2004		
101-265 000-936 000	Equip Serv		FUNDBALANCE, INC.	0		12/28/2004	2,474.00
			ann maint. 12/01/04 - 11/30/05		7853		
101-265 000-936 000	Equip Serv		LANIER WORLDWIDE, INC.	0		12/28/2004	101.26
			PROP TAX LEASED EQUIPMENT		79646942		
101-265 000-943 001	Office Spa		DICK LUNDY	0		12/28/2004	150.00
			OCT, NOV, DEC 2004		THIRD QUARTER		
101-265 000-943 001	Office Spa		NAT CITY, CORPORATE TRUST	0		12/28/2004	550.00
			JAN 2005 RENT		JAN 2005 RENT		
101-265 000-955 000	Miscellaneous		PETTY CASH REIMBURSEMENT	0		12/28/2004	40.00
			TO BRING PETTY CASH TO \$125 00		DEC 2004		
					Total Buildings & Grounds		3,663.41
Dept: Fire Department							
101-336 000-721 000	Health & I		GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	62.50
			life ins jan 2005		01-01-05 TO 02-01-05		
					Total Fire Department		62.50
Dept: Planning Department							
101-400 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	12.50
			life ins. jan 2005		01-01-05 TO 02-01-05		
101-400 000-727 000	Office Sup		DEXTER CARDS & GIFTS SHOP	0		12/28/2004	20.20
			transparencies, ink pad		712		
101-400 000-802 000	Profession		CARLISLE-WORTHMAN ASSOCIATES	0		12/28/2004	656.21
			baker road -joint initiative		24863		
101-400 000-802 000	Profession		CARLISLE-WORTHMAN ASSOCIATES	0		12/28/2004	350.00
			planning & dev. coordination		241297		
101-400 000-802 000	Profession		CARLISLE-WORTHMAN ASSOCIATES	0		12/28/2004	375.00
			general consultation, master p		241298		
01-400 000-802 000	Profession		CARLISLE-WORTHMAN ASSOCIATES	0		12/28/2004	187.50
			master plan		2412-100		
01-400 000-802 000	Profession		CARLISLE-WORTHMAN ASSOCIATES	0		12/28/2004	150.00
			baker rd. joint initiative		2412-101		

INVOICE APPROVAL LIST BY FUND

Date: 12/22/2004

Time: 11:05am

Page: 2

Village of Dexter

Fund	Department	GL Number	Vendor Name	Check	Invoice	Due	Amount
Account	Abbrev	Invoice Description	Number	Number	Date		
Fund: General Fund							
Dept: Planning Department							
101-400 000-820 001	Plan Rev	CARLISLE-WORTMAN ASSOCIATES	0		12/28/2004	358.60	
		monument park site plan		241299			
101-400 000-861 000	Travel & M	ALLISON BISHOP	0		12/28/2004	20.60	
		travel milage		OCT / NOV EXPENSE			
Total Planning Department						2,130.61	
Dept: Zoning Board of Appeals							
101-410 000-901 000	Printing &	HERITAGE NEWSPAPERS	0		12/28/2004	49.50	
		ZBA FLETCHER/SCHROEDER		1783372			
Total Zoning Board of Appeals						49.50	
Dept: Department of Public Works							
101-441 000-721 000	Health & L	GADALETO, RAMSEY & ASSOCIATES	0		12/28/2004	14.38	
		life ins. jan 2005		01-01-05 TO 02-01-05			
101-441 000-802 000	Profession	GRANT'S AUTOMOBILE & TRUCK	0		12/28/2004	55.00	
		wench stuck van out of mud		2042			
101-441 000-802 000	Profession	MIDWESTERN CONSULTING	0		12/28/2004	-11.64	
		TREE INVENTORY TASK 600		03088A-20 -2			
101-441 000-802 000	Profession	MIDWESTERN CONSULTING	0		12/28/2004	1,163.80	
		TREE INVENTORY TASK 600		03088A-20 -2			
101-441 000-939 000	Vehicle Ma	GREAT LAKES INTERNATIONAL TRUC	0		12/28/2004	446.60	
		install block heater		2207377			
Total Department of Public Works						1,668.14	
Dept: Downtown Public Works							
101-442 000-802 000	Profession	CARDINAL GARDENS	0		12/28/2004	1,117.75	
		ground work, bulbs, christmas		232			
101-442 000-802 000	Profession	DEXTER SENIOR CITIZENS CENTER	0		12/21/2004	50.00	
		January rent		JANUARY RENT			
101-442 000-802 000	Profession	HARMONSIGN	0		12/28/2004	325.00	
		fence mant sign		42287			
101-442 000-802 000	Profession	RONALD A. MEYER ELECTRIC, INC	0		12/28/2004	1,880.00	
		LIGHT POLE WORK BROAD ST.		8706			
101-442 000-802 000	Profession	RONALD A. MEYER ELECTRIC, INC	0		12/28/2004	175.00	
		REMOVE BANNER		8723			
101-442 000-802 000	Profession	VERDIN COMPANY	0		12/28/2004	415.00	
		PMA CONTRAC 2005		2005 CONTRACI			
Total Downtown Public Works						3,962.75	
Dept: Engineering							
101-447 000-830 000	Engineerin	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,210.00	
		GENERAL SERVICES		101379			
101-447 000-830 001	Engin Insp	ORCHARD, HILTZ & MCCLIMENT INC	0		11/28/2004	190.00	
		INSP. EATON CT		101377			
101-447 000-830 001	Engin Insp	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,278.75	
		DEXTER COMMERCE - INSP		101378			
01-447 000-830 001	Engin Insp	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,353.75	
		DEX TER CROSSING PHASE 4 INSP.		101384			
01-447 000-830 006	Eng SPR	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	206.25	
		IEIGHTON OFFICE EXPANSION		101375			
01-447 000-830 006	Eng SPR	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,327.50	
		BOULDER PARK		101382			
01-447 000-830 006	Eng SPR	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,237.50	
		MONUMENT PARK		101383			
Total Engineering						6,803.75	
ept: Municipal Street Lights							
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	1,183.98	
		item 12528		2515371			
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	372.79	
		item 12528		2515371			
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	1,532.50	
		street lights		2515652			
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	482.54	
		street lights		2515652			
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	179.75	
		traffic signals		2515801			
01-448 000-920 003	St Lights	DTE ENERGY-STREET LIGHTING	0		12/28/2004	56.49	
		traffic signals		2515801			

INVOICE APPROVAL LIST BY FUND

Date: 12/22/2004

Time: 11:05am

Page: 3

Village of Dexter

Fund	Department	Account	GL Number	Vendor Name	Check	Invoice	Due	Amount
			Abbrev	Invoice Description	Number	Number	Date	
Fund: General Fund								
Dept: Municipal Street Lights								
Total Municipal Street Lights								3,808.05
Dept: Solid Waste								
101-528 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0			12/28/2004	12.50
			life ins. jan 2005			01-01-05 TO 02-01-05		
101-528 000-805 000	Solid Waste		WASTE MANAGEMENT	0			12/28/2004	14,345.05
			NOVEMBER 2004 SERVICE			1226239-11		
101-528 000-805 000	Solid Waste		WASTE MANAGEMENT	0			12/28/2004	17,955.25
			SERVICE NOV 2004			1152265-1389-9		
Total Solid Waste								32,312.80
Dept: Parks & Recreation								
101-751 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0			12/28/2004	4.38
			life ins. jan 2005			01-01-05 TO 02-01-05		
Total Parks & Recreation								4.38
Dept: Insurance & Bonds								
101-851 000-911 000	Insurance		MICHIGAN MUNICIPAL RISK	0			12/28/2004	7,223.86
			FINAL /7/01/04 - 6/30/05			90533-3		
Total Insurance & Bonds								7,223.86
Fund Total								68,362.37
Fund: Major Streets Fund								
Dept: Contracted Road Construction								
202-451 000-803 000	Contracted		ORCHARD, HILTZ & MCCLIMENT INC	0			12/28/2004	7,777.75
			STORMWATER MGMT STUDY			101381		
202-451 000-803 000	Contracted		WASHTENAW CO. DRAIN COMMISSION	0			12/28/2004	1,100.00
			PHASE II STORMWATER PERMIT TEM			8975		
202-451 000-974 000	CIP Capita		MIDWESTERN CONSULTING	0			12/28/2004	-1.91
			GENERAL CONSULT TASK 100			03088A-20		
202-451 000-974 000	CIP Capita		MIDWESTERN CONSULTING	0			12/28/2004	191.40
			GENERAL CONSULT TASK 100			03088A-20		
Total Contracted Road Construction								9,067.24
Dept: Routine Maintenance								
202-463 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0			12/28/2004	12.50
			life ins. jan 2005			01-01-05 TO 02-01-05		
202-463 000-911 000	Insurance		MICHIGAN MUNICIPAL RISK	0			12/28/2004	1,557.27
			FINAL /7/01/04 - 6/30/05			90533-3		
Total Routine Maintenance								1,569.77
Dept: Traffic Services								
202-474 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0			12/28/2004	4.38
			life ins. jan 2005			01-01-05 TO 02-01-05		
202-474 000-911 000	Insurance		MICHIGAN MUNICIPAL RISK	0			12/28/2004	195.28
			FINAL /7/01/04 - 6/30/05			90533-3		
Total Traffic Services								199.66
Dept: Winter Maintenance								
202-478 000-721 000	Health & L		GADALETO, RAMSBY & ASSOCIATES	0			12/28/2004	6.25
			life ins. jan 2005			01-01-05 TO 02-01-05		
202-478 000-911 000	Insurance		MICHIGAN MUNICIPAL RISK	0			12/28/2004	292.09
			FINAL /7/01/04 - 6/30/05			90533-3		
Total Winter Maintenance								298.34
Fund Total								11,135.01
Fund: Local Streets Fund								
Dept: Contracted Road Construction								
203-451 000-803 000	Contracted		CARIISLE-WORIMAN ASSOCIATES	0			12/28/2004	390.00
			phase II stormwater permit			2412-102		
203-451 000-803 000	Contracted		CARPENTER HARDWARE & LUMBER	0			12/28/2004	1,709.22
			culverts & connectors			18005		
203-451 000-803 000	Contracted		CARPENTER HARDWARE & LUMBER	0			12/28/2004	9.90
			2X4X10 SPF			18869		
Total Contracted Road Construction								2,109.12

INVOICE APPROVAL LIST BY FUND

Date: 12/22/2004

Time: 11:05am

Page: 4

Village of Dexter

Fund	Department	Account	GL Number	Vendor Name	Check	Invoice	Due	Amount
			Abbrev	Invoice Description	Number	Number	Date	
Fund: Local Streets Fund								
Dept: Routine Maintenance								
203-463	000-721	000	Health & L	GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	3.75
				life ins. jan 2005		01-01-05 TO 02-01-05		
203-463	000-911	000	Insurance	MICHIGAN MUNICIPAL RISK	0		12/28/2004	389.29
				FINAL /7/01/04 - 6/30/05		90533-3		
Total Routine Maintenance								393.04
Dept: Traffic Services								
203-474	000-721	000	Health & L	GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	1.25
				life ins. jan 2005		01-01-05 TO 02-01-05		
203-474	000-911	000	Insurance	MICHIGAN MUNICIPAL RISK	0		12/28/2004	194.65
				FINAL /7/01/04 - 6/30/05		90533-3		
Total Traffic Services								195.90
Dept: Winter Maintenance								
203-478	000-721	000	Health & L	GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	3.11
				life ins. jan 2005		01-01-05 TO 02-01-05		
203-478	000-911	000	Insurance	MICHIGAN MUNICIPAL RISK	0		12/28/2004	291.60
				FINAL /7/01/04 - 6/30/05		90533-3		
Total Winter Maintenance								294.71
Fund Total								2,992.77
Fund: Sewer Enterprise Fund								
Dept: Sewer Utilities Department								
590-548	000-721	000	Health & L	GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	51.25
				life ins. jan 2005		01-01-05 TO 02-01-05		
590-548	000-743	000	Chem Lab	CULLIGAN WATER CONDITIONING	0		12/28/2004	139.00
				water soft replace ck.# 28902		20661R		
590-548	000-802	000	Profession	MICHIGAN DEPT OF ENVIRONMENTAL	0		12/28/2004	1,302.46
				sewage sludge land app.		05-MI0022829-2		
590-548	000-802	000	Profession	GREAT LAKES SERVICE & SUPPLIES	0		12/28/2004	1,012.50
				camers inspection service		5205		
590-548	000-802	000	Profession	MICHIGAN POWER RODDING	0		12/28/2004	460.00
				JET LINE WITH HI PRESSURE		40611		
590-548	000-802	000	Profession	SYNAGRO CENTRAL	0		12/28/2004	4,052.59
				LIQ - DEXTER		16738		
590-548	000-802	000	Profession	SYNAGRO CENTRAL	0		12/28/2004	1,080.69
				LIQ - DEX		16829		
590-548	000-802	000	Profession	SYNAGRO CENTRAL	0		12/28/2004	5,846.95
				LIQ DEXTER		16716		
590-548	000-911	000	Insurance	MICHIGAN MUNICIPAL RISK	0		12/28/2004	4,866.18
				FINAL /7/01/04 - 6/30/05		90533-3		
590-548	000-920	000	Utilities	SBC	0		12/28/2004	30.92
				NOV 7 - DEC 8		7344241425243-12		
590-548	000-937	000	Equip Main	FUNDBALANCE, INC.	0		12/28/2004	524.00
				ann maint. 12/01/04 - 11/30/05		7853		
590-548	000-937	000	Equip Main	KLAPPERICH WELDING	0		12/28/2004	80.00
				cut bearing races		006631		
Total Sewer Utilities Department								19,446.54
Fund Total								19,446.54
Fund: Water Enterprise Fund								
Dept: Water Utilities Department								
91-556	000-721	000	Health & L	GADALETO, RAMSBY & ASSOCIATES	0		12/28/2004	23.75
				life ins. jan 2005		01-01-05 TO 02-01-05		
91-556	000-802	000	Profession	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	592.50
				FOURTH WELL ADDITION		101376		
91-556	000-830	000	Engineerin	ORCHARD, HILTZ & MCCLIMENT INC	0		12/28/2004	1,410.00
				WATER RELIABILITY STUDY		101380		
91-556	000-911	000	Insurance	MICHIGAN MUNICIPAL RISK	0		12/28/2004	1,680.78
				FINAL /7/01/04 - 6/30/05		90533-3		
91-556	000-920	001	Telephones	NEXTEL COMMUNICATIONS	0		12/28/2004	384.96
				NOV 7 - DEC 6, 2004		593543512-033		
91-556	000-937	000	Equip Main	FUNDBALANCE, INC.	0		12/28/2004	524.00
				ann maint. 12/01/04 - 11/30/05		7853		
91-556	000-937	000	Equip Main	MADISON ELECTRIC	0		12/28/2004	42.16
				PHIL MHC100		63175700		

INVOICE APPROVAL LIST BY FUND

Date: 12/22/2004

Time: 11:05am

Page: 5

Village of Dexter

Fund

Department Account	GI Number Abbrev	Vendor Name Invoice Description	Check Number	Invoice Number	Due Date	Amount
Fund: Water Enterprise Fund						
Dept: Water Utilities Department						
591-556 000-977 000	Equipment	EINA SUPPLY CO sensus mtr sr2 equipment	0	1014913	12/28/2004	4,690 00
Total Water Utilities Department						9,348.15
Fund Total						9,348.15
Grand Total						111,284.84

VILLAGE OF DEXTER

8140 Main Street Dexter, MI 48130-1092

deureste@villageofdexter.org

Phone (734)426-8303 Fax (734)426-5614

MEMO

To: President Seta and Council
From: Donna Dettling, Village Manager
Date: December 28, 2004
Re: PURCHASING POLICY

The purchasing policy is in front of you again, this time to take action. On November 22, we had a first reading, and discussion of the purchasing policy. At that meeting several comments were made and implemented into the policy document before you tonight.

The major change is item 3 (A), which requires Council approval on all purchases and contracts in the amount of \$10,000.00 or more regardless if the purchase or contract was budgeted.

Item L-2, AN ORDINANCE TO AMEND CHAPTER 2-ADMINISTRATION is related to implementation of the purchase policy. In order to fully implement the purchase policy an ordinance amendment is necessary. This ordinance amendment specifically deals with the purchasing duties bestowed upon the village manager and establishes the process to be used by the village.

As always if you have questions, please contact me prior to the meeting when possible.

Thanks,

PURCHASING POLICY – VILLAGE OF DEXTER

1) THE PROCUREMENT OF SUPPLIES AND SERVICES FOR THE VILLAGE OF DEXTER SHALL BE ACCOMPLISHED UNDER THE FOLLOWING OBJECTIVES:

- (A) To procure for the Village supplies and contractual services of the highest quality and at the least expense to the Village;
- (B) To endeavor to obtain as full and open competition as possible on all purchases and sales;
- (C) To exploit the possibility of buying in sufficient substantial quantities as to take full advantage of available discounts;
- (D) To act so as to procure for the Village all tax exemptions to which it is entitled;
- (E) To promote local supplies and contractual services by identifying local suppliers and contractors, and providing notice and opportunity to bid to local suppliers and contractors in the Village bid process. Nothing in this guideline, however, shall be interpreted to be in conflict with Act 196 of the Public Acts of 1973, as amended.
- (F) To join with other units of government in cooperative purchase plans when the best interests of the Village would be served thereby.
- (G) To declare vendors who default on their quotations irresponsible bidders and to disqualify them from receiving any business from the Village for a stated period of time.
- (H) To authorize the Village Manager or designee, consistent with this chapter, and with the approval of the Village Manager, to adopt operational procedures relating to the execution of cost effective procurement for the Village of supplies and services.

2) REQUISITION PROCEDURE.

- (A) The Village Manager, with the concurrence of the Finance Officer, shall adopt any necessary rules respecting requisitions and purchase orders.

3) AUTHORITY OF VILLAGE MANAGER: PURCHASES AND SALES.

- (A) Purchases and Contracts Under Ten Thousand Dollars. The Village Manager, subject to budgetary appropriations, is authorized to make purchases and contracts in an amount not to exceed \$10,000 without further approval of the Village Council. Such purchases or contracts shall be made consistent with the authority elsewhere granted the Village Manager in this

in this chapter.

(B) Sale of Personal Property Valued at Under Five Hundred Dollars. Personal property not exceeding \$500 in value may be sold for cash by the Village Manager after receiving competitive quotations therefore, for the best price obtainable, or may be traded to the vendor of new equipment replacing it.

4) SEALED BIDS REQUIRED; EXCEPTIONS; ALTERNATIVE PROCEDURES; INSPECTIONS.

(A) All purchases of, and all contracts for acquisition or delivery of, durable goods, equipment, replacement parts and components, consumable tools or commodities, fuel materials, supplies and consumer items, and supplies, and all sales of personal property which may have become obsolete or unusable, shall, except as specifically provided herein, be based upon competitive bids as provided in subsection (B) hereof and administrative regulations issued by the Village Manager implementing the same, or, within the limitations hereinafter stated, shall be based upon alternative price quotation procedures as provided in subsection (C) hereof. When competitive bids are so obtained, the sale or purchase shall be approved by the Village Council and sealed bids shall be obtained in accordance with the detailed procedures established by this chapter. An exception may be made where the Council shall determine by a two-thirds majority vote of those present at the meeting that the public interest will be best served by joint purchase with, or purchase from, another unit of government. No sale or purchase shall be divided for the purpose of circumventing the limitation established by this chapter. The Village Council may authorize the making of public improvements or the performance of any Village work by any Village administration without need of competitive bidding.

(1) Purchases shall be made from the lowest qualified bidder meeting specifications, unless the Village Council shall determine that the public interest will be better served by accepting a higher bid. Sales shall be made to the bidder whose bid is most advantageous to the Village. In any case where a bid other than the lowest is accepted, the Village Council shall set forth its reason therefore in its motion or resolution accepting such bid. The Village Council shall have the right to reject all bids.

(2) In the event no sealed bids are received or all bids are rejected, the Village Council may, after stating the reason therefore, as a part of its motion or resolution therefore, order that further bids be solicited or that the Village Manager purchase the materials, supplies or services concerned in the open market, or, if practicable, secure the performance of services concerned by an appropriate officer or department of the Village.

(3) Professional service contracts shall be authorized and regulated under certain guidelines to be established by the Village Manager and maintained in the office of the Village Finance Officer.

(a) The Village Council shall reserve the right to annually review and extend or terminate ANY professional service contract with the Village of Dexter. The Village Council, may, upon recommendation from the Village Manager, extend the terms on any professional service contract for one year beyond the original contract term.

(b) Any professional service contract may not be longer than five (5) consecutive years. At the end of any consecutive five (5) year term, quotations from qualified bidders must be received by the Village Manager or designee. Nothing shall preclude a qualified firm that has been retained for the maximum 5 year period from bidding and subsequently being awarded a professional service contract.

(B) Any expenditure for supplies, materials, equipment, construction or maintenance contracts obligating the Village, where the amount of the Village's obligation is in excess of \$10,000, shall be governed by the following, except as otherwise stated in this chapter.

(1) Such expenditure shall be made the subject of a written contract. A purchase order shall be a sufficient written contract only in cases where the expenditure is in the usual and ordinary course of the Village's affairs, and in no case shall it be sufficient for the construction of public works or the contracting for supplies or services over any period of time where the quality of the goods or materials or the scope of the services bargained for is not wholly standardized.

(2) Notice inviting sealed competitive bids shall be published in a newspaper of general circulation in the Village at least seven days before the final date for submitting bids thereon. Such notice shall give briefly the specifications of the supplies, materials or equipment, or of the construction project or other matter to be contracted for, and shall state the amount of security to be given with the bid, and the amount of bond or other security to be given with the contract. The notice shall state the time limit, the place of filing bids and the time of opening bids and shall also state that the right is reserved to reject any or all bids. Any other conditions of award of the contract shall also be stated in general terms.

(3) The Village Manager or designee shall also solicit bids from a minimum of three (3) such qualified prospective bidders as are known to him or her by sending each a copy of the notice requesting bids, and notice thereof shall be posted in the Village Office.

(4) Unless prescribed by the Village Council, the Village Manager shall prescribe the amount of any security to be deposited with any bid, which deposit shall be in the form of a certified or cashier's check or bond written by a surety company authorized to do business in the State. The amount of such security shall be expressed in terms of a percentage of the bid submitted. Unless fixed by the Village Council, the Village Manager shall fix the amount of the performance bond and, in the case of construction contracts, the amount of the labor and material bond to be required of the successful bidders.

(5) Bids shall be opened in public, at the time and place designated in the notice requesting bids, in the presence of the Village Finance Officer, the Village Manager or designee and, when possible, the head of the department most closely concerned with

the subject of the contract. The bids shall thereupon be carefully examined and tabulated and reported to the Village Council with the recommendation of the Village Manager at the earliest possible scheduled Village Council meeting. After tabulation, all bids may be inspected by the competing bidders.

(6) When such bids are submitted to the Village Council, if Village Council shall find any of the bids to be satisfactory, it shall award the contract to the lowest qualified bidder. The Village Council shall authorize the contract upon execution of the contract by the successful bidder. Contract shall only be executed after the filing of any bonds which may have been required, which bonds shall first be approved by the Village Attorney as to form and content. Such award may be by motion, resolution or ordinance. Village Council retains any other rights provided for in this chapter in the awarding or rejecting of bids.

(7) At the time the contract is executed, the contractor shall file a bond executed by a surety company authorized to do business in Michigan, in favor of the Village, conditioned upon the performance of said contract, and further conditioned upon payment of all laborers, mechanics, subcontractors and material, as well as all just debts, dues and demands incurred in the performance of such work. The contractor shall also file evidence of public liability insurance in an amount satisfactory to the Village Manager or designee, and agree to save the Village harmless from loss or damage caused to any person or property by reason of the contractor's negligence.

(8) All bids and deposits of certified or cashier's checks may be retained in the office of the Village Finance Officer until the contract is awarded and signed or until they are released by the Village Manager. If any successful bidder fails or refuses to enter into the contract awarded to him or her within fifteen days after the same has been awarded, or to file the bond required within the same time, the deposit accompanying his or her bid shall be forfeited to the Village, and the Village Council may, in its discretion, award the contract to the next lower qualified bidder, or the contract may be re-advertised.

(C) Informal Bids. Purchases of supplies, materials or equipment, the cost of which is \$10,000 or less, may be made in the open market, but such purchases shall, where practicable, be based on at least three competitive bids or quotes and shall be awarded to the lowest qualified bidder. The Village Manager or designee may solicit bids or quotes verbally or by telephone, or may contact prospective bidders by written communication. A record shall be kept of all open market orders and the bids or quotes submitted thereon, which records shall be available for public inspection. Any or all bids or quotes may be rejected. Purchases costing \$10,000 or less may be made without the prior approval of the Village Council under the authority granted the Village Manager in this chapter.

(D) The responsibility for the inspection and acceptance of all materials, supplies and equipment shall rest with the ordering department.

(5) SOLE SOURCE PROCUREMENT.

writing, after he or she or the Village Manager or designee has conducted a good faith review of available sources, that there is only one source for the required supply, service or construction item. The Village Manager or designee or other appropriate designee of the Village Manager shall conduct negotiations, as appropriate and under the supervision of the Village Manager, as to price, delivery and terms. A record of sole source procurement shall be maintained as a public record and shall list each contractor's name, the amount and type of each contract, a listing of the items procured under each contract and the date of the contract.

(6) EMERGENCY DIRECT PURCHASE PROCEDURE.

(A) In case of an actual emergency, any officer or department head may make direct purchase of materials, supplies or services, where the immediate procurement thereof is essential to the conduct of his or her office or department and the delay caused by following established purchasing procedures would vitally affect the public health, safety or welfare, provided that a purchase order therefore shall be filed with and approved by the Village Manager as to the existence of the emergency and shall be likewise approved by the Finance Officer as to the sufficiency of funds for such purchase, and provided, further, that the Village Manager shall advise Council at its next regular meeting after the emergency purchase of the circumstances for and terms of said procurement.

(7) PURCHASES FROM PETTY CASH.

(A) All departmental petty cash funds shall be authorized and approved by the Village Manager. Purchases from petty cash shall not individually exceed \$25.

(8) DEBARMENT.

After reasonable notice to the person involved and reasonable opportunity for that person to be heard, the Village Manager, after consulting with the Village Attorney, is authorized to debar a person for cause from consideration for award of contracts. The debarment shall be for a period of not more than one year. The causes for debarment include:

(A) A violation of contract provisions, as set forth herein, of a character which is regarded by the Village Manager to be so serious as to justify debarment action, such as:

(1) Deliberate failure, without good cause, to perform in accordance with the specifications or within the time limit provided in the contract; or

(2) A recent record of failure to perform or of unsatisfactory performance in accordance with the terms of one or more contracts, provided that failure to perform or unsatisfactory performance caused by acts beyond the control of the contractor shall not be considered to be a basis for debarment; and

(B) A violation of the provisions of this chapter or any other Village policy, regulation or law.

The Village Manager shall issue a written decision to debar. The decision shall state the reasons for the action taken and inform the debarred person involved of his or her rights concerning administrative or judicial review.

A copy of the decision shall be mailed or otherwise furnished upon the rendering of a decision by the Village Manager to the debarred person. A decision to debar shall be final and conclusive, unless the debarred person, within ten days after receipt of the decision, takes an appeal to the Village Council or commences a timely action in court in accordance with applicable law.

(9) BID PROTESTS

(A) Any actual or prospective bidder, offeror or contractor who is aggrieved in connection with the solicitation or award of a contract may protest to the Village Council. Protestors are directed to seek resolution of their complaints initially with the Village Manager. A protest with respect to an invitation for bids or request for proposals shall be submitted in writing prior to the opening of bids or the closing date of proposals, unless the aggrieved person did not know and should not have known of the facts giving rise to such protest prior to bid opening or the closing date for proposals. The protest shall be submitted within ten days after such aggrieved person knows or should have known of the facts giving rise thereto.

In the event of a timely protest under this section, the Village Manager or designee shall not proceed further with the solicitation or award of the contract until all administrative and judicial remedies have been exhausted or until the Village Council makes a determination on the record that the award of a contract without delay is necessary to protect a substantial interest of the Village.

(10) NOTICE OF FEDERAL AND STATE PUBLIC POLICY REQUIREMENTS; NOTICE OF VILLAGE POLICY REQUIREMENTS.

(A) For any contract that is subject to one or more Federal, State or Municipal public policy requirements, whether or not such contract is being funded in whole or in part by assistance from a Federal or State agency, the Village Manager or designee shall include contract provisions giving the contractor notice of these requirements, and, where appropriate, shall include in those contract provisions the requirement that the contractor give a similar notice to all of its subcontractors.

(B) The Village Manager or designee shall take affirmative steps to assure that local businesses are utilized when possible as sources of supplies, services and construction items.

Affirmative steps to be taken shall include:

- (1) Including qualified local businesses on solicitation lists;
- (2) Assuring that local businesses are solicited whenever they are potential sources;
- (3) When economically feasible, dividing total requirements into smaller tasks or quantities so as to permit maximum participation;

(4) Where the requirements permit, establishing delivery schedules which will encourage local business participation.

(5) Preference shall be given to local businesses in awarding contracts if the lowest responsible bids are for the same amount and each bidder is equally qualified.

(11) RECORDS; PUBLIC ACCESS.

(A) The Village Manager or designee shall keep a record of all purchases of materials, supplies and services, and of all bids and the manner in which such bids were procured, which he or she shall forward to the Finance Officer when each respective material or supply is purchased or service is provided. All such records shall be public. All procurement records shall be retained and disposed of by the Village in accordance with records retention guidelines and schedules established by the Village Record Retention Schedule.

(12) CONFLICTS OF INTEREST.

(A) It shall be unethical for any Village employee to participate directly or indirectly in a procurement contract, except as provided in Act 317 of the Public Acts of the 1968, as amended

(13) GRATUITIES; SANCTIONS.

(A) It shall be unethical for any person to offer, give or agree to give any Village employee or officer or former Village employee or officer, or for any Village employee or officer or former Village employee or officer to solicit, demand, accept or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation or preparation of any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigating or auditing, or in any other advisory capacity in any proceeding or application, request for ruling determination, claim or controversy, or other particular matter, pertaining to any program requirement, contract or subcontract, or to any solicitation or proposal therefore.

(B) The prohibition against gratuities prescribed in this section shall be conspicuously set forth in every contract and solicitation therefore.

(C) The Village Manager may impose sanctions on a Village employee for violations of this section consistent with governing employee contract provisions, if applicable.

12-28-04
L-1

**VILLAGE OF DEXTER
WASHTENAW COUNTY, MICHIGAN
RESOLUTION FOR THE PURPOSE OF ESTABLISHING
AN OUTDOOR SEATING PERMIT FEE**

WHEREAS, the Dexter Village Council approved an amendment to Article 8, Section 8.11 B.27, Special Land Use Specific Requirements for Outdoor Seating Areas on December 13, 2004; and

WHEREAS, the Dexter Village Council asserts that outdoor seating shall be permitted to provide a unique environment for relaxation, food and beverage consumption, and the need to encourage additional pedestrian traffic and activity; and

WHEREAS, the Dexter Village Council affirms within the ordinance amendment that an annual permit, October 1 until September 30 must be filed and renewed annually; and

BE IT THEREFORE RESOLVED, that the Village of Dexter establishes a fee of \$25.00 for an annual outdoor seating permit to cover the costs of administration of the annual permit and correspondence with permit applicants throughout the period of the annual permit.

MOVED BY: _____ SUPPORTED BY: _____

YEAS: _____

NAYS: _____

ABSENT: _____

RESOLUTION DECLARED ADOPTED THIS _____ DAY OF _____

Jim Seta, Village President

CERTIFIED BY:

David Boyle, Village Clerk

ORDINANCE # -2004

12-28-04
L-2

AN ORDINANCE TO AMEND CHAPTER 2 -
ADMINISTRATION, ARTICLE III - OFFICERS AND
EMPLOYEES OF THE VILLAGE OF DEXTER GENERAL
CODE OF ORDINANCES

WHEREAS, the Village Code of Ordinances, Chapter 2 - Administration, Article III - Officers and Employees contains provisions relevant to the powers and duties of the Village Manager, and

WHEREAS, Village Council has determined that it is in the Village's best interest to establish a purchasing policy, and

WHEREAS, it is necessary to amend Section 2-81 Powers and duties, item (8) Purchasing authority.

NOW, THEREFORE BE IT ORDAINED:

That the Code of Ordinances, Section 2-81. Powers and duties of the village manager Is hereby amended by replacing the current language in item (8) with the following:

Section: 2-81 Powers and Duties, Item (8) Purchasing authority, shall be amended as follows:

That Village Council shall adopt a Purchasing Policy. The Purchasing Policy will be used by the Village Auditors to establish compliance with said policy. The Village Manager may recommend changes to this policy from time to time as the governing body may approve.

That this Ordinance shall be effective immediately upon adoption.

Moved --

Support --

Ayes:

Nays:

Absent:

ORDINANCE ADOPTION DATE: December 28, 2004

ORDINANCE EFFECTIVE DATE: December 28, 2004

David F. Boyle, Village Clerk

DEDA 12.28.04
L-3

Allison Menard

From: Semifero, Joe (J R) [jsemifer@visteon.com]

Sent: Friday, December 10, 2004 2:32 PM

To: 'jcarson@villageofdexter.org'; 'jseta@villageofdexter.org'; 'skeough@villageofdexter.org'; 'dfisher@villageofdexter.org'; 'twalters@villageofdexter.org'; 'pcousins@villageofdexter.org'; 'dboyle@villageofdexter.org'; 'deureste@villageofdexter.org'; 'jhanifan@villageofdexter.org'; 'amenard@villageofdexter.org'

Subject: Village is Paying for Sidewalks???

We need to discuss this issue and decide if we are going to amend the current ordinance to allow the Village to pay for some or all of the sidewalks or ask Village residents to pay for the sidewalks as the ordinance currently states. The paper is stating the Village is paying for the installation of sidewalks. This is not allowed by our ordinance. It specifically says the property owner is responsible for this cost. This ordinance has been in place for years (reference shows 1993). Why this has never been followed I have no idea. Please note the "shall's" in the ordinance. This is not optional. Please see the attached references.

Please add to the December 27 meeting (or if no Dec 27 meeting, the January 10 meeting) agenda for discussion. Thanks.

Joe Semifero

From the Dexter Leader:

<http://www.chelseastandard.com/news/20041209D09FMAS.asp?ID=159>

"If the Village Council approves the CIP, the funding for the sidewalks will come out of the village's general fund, as well as special assessments and bonds."

From our ordinance:

Sec. 46-49. Order to construct.

Whenever the village council shall, by resolution, declare the necessity for the construction of any sidewalk in any street in front of or adjacent of any sidewalk in any street in front of or adjacent to private property it shall be the duty of the clerk to cause notice, in substantially the following form, to be served upon the owner or owners of such property, and if the owner or owners of such property cannot be located, then to cause such notice to be posted in a conspicuous place on such property, as follows:

Dexter, Michigan _____, 20_____
SIDEWALK NOTICE

Take notice that by order of the village council of the Village of Dexter, you are required to construct a cement sidewalk on the _____ side of _____ street (or avenue) in front of or adjoining such lots or parts of lots described as follows: _____, as are now owned by you within 30 days from the date hereof, and in default thereof, the same will be constructed by the Village of Dexter and the expense thereof will be assess against said lot.

Village Clerk
(Ord No. 92-0125001, § 4, eff. 6-24-1993)

Sec. 46-50. Construction by village

(a) If any person so notified shall not have constructed such walk within the time mentioned, it shall be

the duty of the village manager to have such walk constructed in front of or adjoining the property of the persons so in default and upon its completion to prepare a report in duplicate and attach thereto the affidavits of the service or posting of the notice above specified, which report shall contain the cost of the construction of the sidewalks together with any other expenses incident thereto, and a description of the parcels of land in front of or adjoining which the sidewalk has been constructed, one copy of which shall be transmitted to the village council and one copy to the village treasurer.

(b) Whereupon and within ten days after receipt of such report, the village treasurer shall notify each of the persons who have had sidewalks constructed in front of or adjacent to their premises as shown by such report, of the fact that he, the treasurer, will receive payments of assessments so made for a period of 30 days from the date of such notice without further or additional costs

(c) The treasurer shall further notify such persons that unless such assessments are paid within 30 days additional costs will necessarily be incurred in perfecting and completing such assessments and assessment roll. The treasurer shall, within 40 days after the receipt of such report from the manager, transmit the report to the village council together with his report thereon covering the matter of payments that may have been made to him.

(Ord. No. 92-0125001, § 5, eff. 6-24-1993)

Sec. 46-51. Order to repair.

Whenever any sidewalks shall become out of repair within the village, the village manager or his designee may give the owner or occupant of the premises in front of or adjacent to which such sidewalk is located, notice to repair the sidewalk within 30 days of such notice to repair, and in default thereof the manager or designee shall have the power to repair such sidewalk and charge the cost and expense thereof to such owner of such property.

(Ord. No. 92-0125001, § 6, eff. 6-24-1993)

Sec. 46-52. Repair by village.

In case of nonpayment by the owner of the cost and expense of such repair, suit can be brought in any court of competent jurisdiction to recover the cost and expense, or the cost and expense of such repair may be certified to the treasurer, the village council, and the assessor, and the cost and expense assessed upon the lot or parcel of land in front of or adjacent to which such sidewalk has been repaired in the same manner as provided for assessments for building and constructing sidewalks in the village.

(Ord. No. 92-0125001, § 7, eff. 6-24-1993)

VILLAGE OF DEXTER – Community Development Office

8140 Main Street, Dexter, Michigan 48130-1092 Phone (734) 426-8303 ext 15 Fax (734) 426-5614

Memorandum

To: Village Council
From: Allison Bishop
Re: Voluntary Public Parking Fee Resolution
Date: December 28, 2004

12-28-04
L-4

At the December 13, 2004 meeting the Village Council approved the recommended amendments to Article 5, Parking and Loading. The proposed changes will be effective on January 12, 2005. Included within the adopted amendments was the establishment of the voluntary "Public Parking Program" and a financial contribution that was to be \$2,000 or an amount to be established by resolution, by the Village Council.

Included is the resolution that establishes the public parking fund contribution. It has been recommended based on the DDA's calculations of the cost of developing public parking spaces, and parking space cost calculations done with the Village Engineer (estimation factored in costs associated with stormwater detention on site or underground). It was determined based on DDA projects that the average cost of a parking space is between \$7,000 and \$10,000, less land costs. Therefore it is recommended that a \$2500.00 contribution per required parking space be adopted. \$2500.00 is approximately 1/3 of the actual cost to develop an individual parking space. Since private property owners will not be able to control the public parking, a contribution of only a fraction of the actual cost to develop a parking space is reasonable.

Rationale for recommendation - Property owners may not have sufficient land available for the development of parking and/or detention. Some parcels would also require the development of underground detention based on available acreage and proposed impervious surface. The cost of developing underground detention can potentially double the cost of parking lot development and therefore make providing on site parking cost prohibitive. The development of on site parking also increases the amount of impervious surface, thus requiring more detention capacity. Because of the limited space available for the development of private on site parking many of the properties located within the Village Commercial District have not, or would not have been able to develop within the VC district.

Please contact me prior to the meeting with questions.

Thank you,

Additional Information included – Site Design calculations done to evaluate the cost of private parking lot development (including detention and construction costs) and actual incremental parking space gains.

**VILLAGE OF DEXTER
WASHTENAW COUNTY, MICHIGAN
RESOLUTION FOR THE PURPOSE OF ESTABLISHING
THE VOLUNTARY PUBLIC PARKING FUND CONTRIBUTION**

WHEREAS, the Dexter Village Council approved an amendment to Article 5, Parking and Loading, of the Village of Dexter Zoning Ordinance on December 13, 2004; and

WHEREAS, the Dexter Village Council asserts that within the Village Commercial (VC) District, two options exist for meeting parking requirements, on site private parking or participation in the voluntary public parking program; and

WHEREAS, Section 5.09, Village Commercial District Parking, sets forth that Village Commercial Parking may be either on site private parking as laid out in Section 5.03, Parking Space Numerical Requirements or the property owner may participate in the voluntary public parking program to satisfy all or part of the parking requirements of the ordinance; and

WHEREAS, the Public Parking Program has the same parking requirement by usage per Section 5.03, but may be met by a contribution for each required parking space to the voluntary "Public Parking Fund" as the Village Council may establish by resolution; and

BE IT THEREFORE RESOLVED, that the Village of Dexter establishes a fee of \$2,500.00 per required parking space to be contributed to the "Public Parking Fund" in lieu of providing the required on site private parking.

MOVED BY: _____ SUPPORTED BY: _____

YEAS: _____

NAYS: _____

ABSENT: _____

RESOLUTION DECLARED ADOPTED THIS _____ DAY OF _____

Jim Seta, Village President

CERTIFIED BY:

David Boyle, Village Clerk

Mock Site Designs for Incremental Parking Study

EXAMPLE #1

SITE = 34 acres or 14,810 square feet

BUILDING SIZE = 3000 sq. feet

REQUIRED DETENTION SIZE/COSTS:

1500 s f Detention basin = \$2000 catch basin
\$5000 detention
\$8000 storm sewer pipe
\$3000 standpipe

TOTAL= \$18,000

REQUIRED PARKING SPACES/COSTS:

15 required spaces = \$10,000 Asphalt
1 handicapped space \$8000 Gravel
\$7000 Curb/Gutter

TOTAL= \$25,000

TOTAL DEVELOPMENT COSTS FOR PARKING AND DETENTION = \$43,000

Parking -10 new spaces provided, 3 on-street spaces lost due to curb cut

Incremental Parking Spaces= 7

EXAMPLE #2

SITE = .11 acres or 4,890 square feet

BUILDING SIZE = 3 Scenarios

OPTION 1

Building Size = 900 sq. Ft.

Parking and Detention Costs = \$27,920.00

Parking - 3 new spaces provided, 3 on-street spaces lost due to curb cut

Incremental Parking Spaces = 0

* Setback, Parking and detention Variances Required

OPTION 2

Building Size = 875 sq. ft.

Parking and Detention Costs = \$26,280.00

Parking - 4 new spaces provided, 3 on-street spaces lost to curb cut

Incremental Parking Spaces = 1

* Setback, Parking and Detention Variances Required

OPTION 3

Building Size = 1225 sq. ft.

Parking and Detention Costs = \$36,550.00

Parking - 5 new spaces provided, 3 on-street spaces lost to curb cut

Incremental Parking Spaces = 2

* Setback and Parking Variances Required, Detention requirements met.

	Option 1	Option 2	Option 3 ← <i>underground detention</i>
Storm Sewer	\$ 3,500.00	\$ 2,100.00	\$ 13,050.00
Storm Structure	\$ 2,500.00	\$ 2,500.00	\$ 10,000.00
Parking - Asphalt	\$ 2,800.00	\$ 2,800.00	\$ 3,400.00
Parking - Gravel	\$ 2,500.00	\$ 2,500.00	\$ 3,100.00
Detention Basin	\$ 10,000.00	\$ 10,000.00	\$ -
Curb and Gutter	\$ 3,620.00	\$ 3,380.00	\$ 4,000.00
Restoration	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00
TOTAL	\$ 27,920.00	\$ 26,280.00	\$ 36,550.00

Option 3 → only one to meet all parking and detention requirements
→ multiple variance required

Option 2 → setback and parking ~~var~~ variances required

Option 1 → setback and parking variances required